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FROM THE GIFT OF

ALAIN CAMPBELL WHITE

(Class of 1902)

OF NEW YORK



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REMARKS
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ON THE

SCARCITY OF AMERICAN SEAMEN;

AND

THE REMEDY ;

THE

Naval Apprenticeship System ;

^

HOME SQUADRON,

&c., &c.

~~~~~

BY A GENTLEMAN CONNECTED WITH THE NEW YORK PRESS.

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NEW YORK:
PRINTED AT THE HERALD OFFICE, 97, NASSAU STREET.

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1845.



AMERICAN SEAMEN,

NAVAL SCHOOLS, APPRENTICE BOYS, &c.

Although this country has not yet become the first maritime and commercial country in the world, yet every reflecting person can see, that in a very short time it will stand first among the nations of the earth in this respect.

Very near the whole of the revenues in this 'great and rapidly increasing nation of ours is derived from our custom houses—from the duties laid on foreign goods brought by our packet ships and numerous merchant vessels from all parts of the earth. The total revenue of last year was \$30,000,000; of this no less than \$22,000,000 was derived from our custom houses! and this ratio will always remain so, as long as our extensive and glorious sea-board—its flourishing towns and cities—its enterprising sea captains and merchants—and its unrivalled merchant vessels, remain to us.

Under all these circumstances, of how much importance—of what immense interest it is to all in this glorious land that the above commercial and maritime interests should be sustained, fostered, encouraged and increased by all proper and possible means in our power. For this purpose, it is true, we professedly support a gallant little navy—at an annual expense (with all its incidental costs) of just about 10,000,000! or about one half of the entire cost of working all the machinery of the complicated government of this great country. But that is not enough. There is something more to be done by Congress to carry out the supremacy of our maritime and commercial interests besides voting eight or ten millions every year to pay the expenses of our men-of-war. Let it not be supposed for a moment, that we are complaining of the expense of the United States Navy—or that we mean to insinuate that the Navy does not fully and effectually protect our commercial marine. We do no such thing. That is not the object of the pamphlet, by any means. But still we repeat that there is something more to be done.

What then is it which remains to be done? We have abundance of the finest timber in the world, growing on our own soil, to build our ships with. We raise as good material for the cordage and tackle of our ships as they do anywhere in the Old World. We have as good iron and copper for anchors, chain-cables, bolts, &c., as Europe can produce! We have the best shipwrights—the best modellers—draughtsmen—joiners—and ship-builders in the known world—we have the most enterprising merchants to charter and load ships that can be desired—and we have a race of captains and mates that never have been—never can be excelled on this side of the globe for skill, perseverance, courage, coolness, judgment, enterprise, daring, tact, talent, and above all, good breeding and unsurpassable politeness of manners! We have all these superior to what can be found indigenous in Europe. What then do we want to complete our excellence and superiority in all respects? What do we want to make the chain complete and every rivet sound? *We want that greatest of all wants to a civil and military service—we want AMERICAN SAILORS!*

This statement will doubtless astonish many persons—and none more so than many members of Congress. Very few persons have any idea of how few native born Americans (seamen) are to be found either on board our merchant vessels, or our men-of-war. On no occasion are there to be found more

than one-third of the crew able seamen, that are Americans born, and frequently not one-fourth of the number of able seamen on board our best men-of-war, and our best packet ships are American seamen; the rest are principally English, Swedes, Danes, &c., &c. This will doubtless startle many who read it, but it is a serious and intensely important fact. And one that fortunately can be proved by most irreproachable, disinterested, and undeniable testimony. The writer of this has, for many years, had intimate business and other relations with nearly all our packet captains, and with many of the leading officers of the navy; and we have, for some time, made a practice of ascertaining the facts in relation to this most important point; both from conversation with all these officers, and also, from personal observation and examination of the crews on board the ships; and in no instance, did we ever find more than one-third of the able seamen on board a ship (either merchant-men, or men-of-war) that were Americans born. And every captain in both services, that we have conversed with on this subject, confirms this fact—at the same time that he deeply regrets that such should be the case.

Still these are but indefinite assertions, and on the true philosophic principle laid down by Lord Bacon, in his *Novum Organon*, we should advance nothing as a fact that we cannot immediately bring forward ocular and undeniable proof of. Here, then, is the proof. An intimate friend of ours, Mr. Thomas Goin, a celebrated shipping agent in this port, for upwards of 24 years, has, at our urgent request, addressed letters to two of the captains of each of the principal lines of packets out of this port—the London, the Liverpool and the Havre lines. We requested Mr. Goin to do this, inasmuch as he has for many years (as we shall by and by show) given much of his time, attention and means to this important subject. Our enterprising and unrivalled packet captains, with a promptness and distinctness that redounds to their credit, have furnished Mr. Goin with the following answers respectively. And we will begin with the captains of the London Line of packets. The first is from Capt. Griswold, of the X line (Griswold's.)

New York, January 7th, 1845.

THOMAS GOIN, Esq.

Dear Sir,—In answer to your request, with regard to the number of American born seamen, sailing in the London Packets, I have no hesitation in saying, that the proportion is, if anything, under one-fourth of the whole crew, made up from every commercial country in Europe, the larger proportion, however, from Great Britain; let me add, that often on an American man-of-war being paid off, we take to London from ten to twenty that pay their passage in the steerage, returning to their *Native Country to spend their wages*. I think your plan of a Naval School will prove of great advantage to us all, and highly deserving the protection of government.

Ever your obt. servt,

R. H. GRISWOLD,
London Packet Ship Northumberland.

The next is from Capt. Hovey, of the London packet ship *Toronto* :—

New York, December 16, 1844.

THOMAS GOIN, Esq.

Sir,—In compliance with your request, I hand you my candid opinion with regard to the proportion of American Seamen on board the ships of the London line.

I can safely say that less than one-fourth are Native Americans, and the remainder made up of all the *nations of the Eastern Continent*.

I am, Sir, yours most respectfully,

H. R. HOVEY.

We have selected but two letters from the captains of the three principal lines of packets out of this port, as we did not wish to swell this pamphlet to an unnecessary bulk, or to tire the patience of the reader, inasmuch as the six valuable letters we here insert, are more than sufficient to show the ratio of

American born seamen on board of all of our packets, and indeed of our merchant service in general, from the boundary line of Maine to the mouth of the Mississippi!

The third letter is from Capt. Cobb, who has been a popular and skilful commander out of this port, for a great number of years;— he is of the L. L. line:—

New York, Dec. 11th, 1844.

MR. THOS. GOIN,

Dear Sir,—In reply to yours, I have to say, that from my experience of the last fifteen years in the Liverpool trade, the proportion of Americans born composing our crews, is about a quarter. The balance is mostly made up from the northern countries of Europe.

I am, Sir, yours respectfully,

EDWD. B. COBB,

Liverpool packet ship Siddons.

The next is from Captain Cropper, of the Liverpool packet ship New York, of the Black Ball line:—

New York, November, 25th, 1844.

MR. THOMAS GOIN.

Dear Sir,—According to your request I have given you the proportion of American seamen which I think we have on board of the packet ship New York, between New York and Liverpool. About one quarter American, one half English, and one quarter of other nations.

I think the Naval School is the best mode that has been got up to make native seamen.

Yours, &c.

T. B. CROPPER.

The fifth letter is from Capt. Ainsworth, of the Havre line of packets, (Fox & Livingston's Union Line) commanding the packet ship Havre:—

New York, December 5th, 1844.

MR. GOIN,

Sir,—In answer to your request, wishing to know the comparative number of American seamen composing the crews of ships in the Havre line of packets, (in which I have sailed some eleven years or more) my opinion on this subject is, that less than one quarter are Americans, one-third English, and the other Swedes, Danes, Norwegians, &c.

I approve of the Naval School, as I consider it a very great advantage to have Native American seamen on board our ships.

Yours, &c.

A. C. AINSWORTH,

Packet ship Havre.

The sixth and last letter necessary to be inserted here, is that of Capt. Wotton, of the Havre Packet ship Burgundy:—

New York, February 7th, 1845.

MR. GOIN.

Dear Sir,—In compliance with your request for information as regards the relative proportion of American Seamen, in the navigation between New York and Havre, in the packets, I am extremely sorry to inform you, it is very small; I think upon an average, including the whole equipage of our ships, we have about one-fifth Americans and the majority from the north of Europe, and the balance from the Kingdom of Great Britain. That we are mostly dependant upon foreign nations for our supply of seamen, is a fact which admits of no dispute, and is to be sadly lamented. The Naval School System proposed by you, and adopted by the general government some years since, is, in my opinion, the only rational method yet brought forward for the increase of Native seamen.

Yours, respectfully

J. A. WOTTON.

These documents must convince all who read them, of the truth of the position we advanced as to the ratio of American born seamen in our merchant service. We could multiply instances, with documents and affidavits from hundreds of merchant captains, to the same effect, if it were necessary; but we have shown enough for our purpose. And what is true in the above particular of the merchant service, is true also as regards our men-of-war—except that the

ratio of American born seamen on board of them is even less than in the merchant service ; whilst many of the petty officers on board of our men-of-war are also foreigners. It is probably within the recollection of many of our readers, that various reports have been made to Congress, session after session, by the Naval Committees of the Senate of the House, complaining of the enormous disproportion of foreign sailors to American born or naturalized sailors, both in our Navy and the merchant service. And Mr. Reade (at the time Chairman of the Naval Committee) made a report to Congress, stating that after taking great pains to get at the fact, he found that out of 109 000 seamen sailing out of the United States at that time, only 9,000 were Americans, or a proportion of one in twelve. And out of 38,564 seamen shipped out of the port of New York in 1840, not over 5,000 were Americans ! The Ohio ship of the line, the last time she went out on a three-years' cruise, had but 182 American seamen out of a crew of over 1,000 men ; and the Delaware went to sea with a less number in proportion. The Constitution was detained a long time at this port for want of fifty able seamen ; and so have other men-of war frequently been ; and we know that the Fairfield, Vincennes, and Constitution went to sea from here with less than one-third American Seamen in them.

We have before stated that we have conversed frequently with many most gallant and distinguished commodores, commanders and lieutenants in our glorious little Navy on this most interesting subject, and their prompt answers have invariably been precisely similar in substance to the letters of the packet captains which we have just given. We could readily give the names of these officers ; but the peculiar etiquette and regulations of the Navy, and the courtesy due to those gallant gentlemen—while the one prevents their thrusting their names forward too publicly, unless at the special request of the Department—the other prevents us from here publishing their names, which we could otherwise wish to do. The same causes operate to prevent them from writing letters to be published on the subject ; inasmuch as by the etiquette of the Navy, they are expected to withhold that information until they are specially called upon for it by the head of the Department at Washington.

We have, however, one letter from Commodore Elliott to Mr. Goin, on the general subject of our seamen's condition—the means to improve them—the system of recruiting the Navy by means of an apprenticeship system, and other matters—which, by the courtesy of Commodore Elliott, we are allowed to make public. We shall therefore insert it in this stage of our remarks, (although it is not exactly in its regular order,) and reserve our comments on it for a future occasion :—

Navy Yard, Philadelphia, 29th January, 1845

Dear Sir,—On my return to my command here, after an absence of a few days at Harri-
burg and the valley of Cumberland, where my poor dear sister, the widow of the late Com-
missary General of Purchases, General Irvin, at the advanced age of 73, remains bed-ridden, from an attack of paralysis—and where too rests the remains of a sainted daughter, whose sensibility for a parent's wrongs brought her to a premature grave—I find your letter of the 22d instant.

You have, my dear Sir, touched a cord which my own heart is but too much alive to. I have long deplored the condition of the seamen of our country—both *native-born* and *adopted*—I say native and adopted, because they should live in the harmony which characterised their intercourse with each other while perpetuating that independence which their ancestors sealed with their life's blood.

That there should be a preponderance in the number of American born, on board of our vessels, both naval and commercial, I have no question—and that apprentices should be taken in by a board of wardens or other charitable institutions, and apprenticed to the marine, in conformity with the number of tons, is also a matter which does not admit of question—they should be compelled to attend divine worship at one and the same sanctuary of God, where pastors should studiously avoid all sectarian points. This rule I have instituted and cause it to be observed in my own chapel, in this yard. In this mode of conducting

divine service, no man's feelings are interfered with, and each one is permitted to worship in his own way, in conformity with the rule laid down by our own national constitution.

It is to me a matter of surprise that our seamen should incline at all towards the observance and advocacy of religion; for they are scarcely landed before some arch crimp stands ready to take charge of poor Jack's purse, his chest, and mayhap his little adventure, which done, he is conveyed to a sink of sin and corruption, where his means are squandered at the rate of one drink to three scores, and his morals corrupted by scenes of riot and debauchery into which sailors, of all other men, are most easily led. The consequence of which is, that in a very short time his funds are all exhausted, and his credit gone, when he is informed of the fact, and importuned to seek for another ship. In the harbour, perhaps, pendants are flying from fifty vessels, each one of which is visited in turn—the pump gear overhauled to ascertain the amount of labor to be performed—then the wheel ropes and rudder braces to examine—these points suiting, Jack signs the articles of agreement, and receives his advance, which the extended hand of his old banker is ever ready to grasp, and thrust it into his own pocket where poor Jack is never even permitted to peep, to ascertain the state of his finances. After a little more frolicking, the balance of poor Jack's advance is given to him, in the shape of a jack-knife, a tin-pot, a plug of tobacco and a mattress, to stretch his weary limbs upon, and thus is he sent on board of his ship, in a condition not so good as that of one of our southern slaves, whose kind master looks into and ministers to his wants.

When I recur to the fact, that our seamen are a class of men whose blood was made to flow so freely, in contending for our national independence, and shed so freely in its maintenance, I feel irresistibly inclined to pray our all-wise God to guard and protect them from harm.

I beg you, my dear Captain, to persevere in your good undertaking; if you should not reap a suitable reward in this world, you will surely receive it in the next, and it will remain with you to eternity.

Should your undertaking bring you here, I pray you not to pass me without a call.

I am, very truly yours,

JESSE DUNCAN ELLIOTT.

CAPTAIN THOMAS GOIN, NEW YORK.

N. B.—Since writing this letter, it occurs to me, that to answer your question as to the propriety of adopting the apprentice system, I can best do so, by remarking that in the year 1810, I was appointed to carry a despatch from government to Mr. Pinkney, our resident minister at the court of St. James. My stay was protracted in London, and while there, I accepted an invitation to dine with a Society, of which Admiral Sir Sidney Smith was president, and presided at the dinner. Perhaps three hundred well clad boys, with their instructors were present upon this occasion; each of these boys had been picked up in the city of London, and their progress through the school, the developement of talent on their parts, was watched and directed to a becoming pursuit. At my side sat fifteen Admirals of the British Navy, each of whom had been admitted to, and passed through this school.

As a further illustration of the fact, that distinguished talent and bravery does not adhere to any particular class of men, I would point you to the circumstance of the humble birth and parentage of some of our own greatest naval officers.

We have also had placed in our hands the following letter from Captain Ludlow, who was formerly a petty officer in the United States naval service, but who is now a commander in the merchant service. He has sailed out of this port, and others on our Atlantic sea-board, in both services, for many years. He is a very able and intelligent officer, and has had abundant opportunities of observing what he testifies to in the following letter :

New York, January 29th, 1845.

DEAR SIR—Having followed the sea for a livelihood from 1816 to the present date, both in the merchant and naval service, and mostly out of this city, I think myself capable of giving a correct account of the men that ship as seamen in the United States. In 1818, 1819, and 1820, in the merchant ship, about one half the seamen were foreigners; and as we come down the later dates the proportion increases. In 1830 I made two voyages where there were only four Americans out of fourteen men before the mast; and in our United States naval service I have found that more than two-thirds of the seamen are foreigners. When I was on board the U. S. Frigate United States, we had more than two-thirds of seamen that were foreigners, and one-half of the petty officers also were foreigners on board this ship. On board of the Sloop-of-war Warren, out of her whole ship's company, there were only forty-two Americans, besides the officers, and only five American petty officers.

Now as we must have our ships manned by some persons, why not keep the system of Naval Apprentices still going. On board the U. S. Sloop-of-war Decatur, we carried a number of apprentices to sea with us, and always found them useful and active. And from my own experience and observations, I shall always consider that Naval Apprentices are immensely beneficial to the maritime service in the United States.

Yours, &c.

WM. E. LUDLOW.

Comment upon this document is most certainly needless. It carries conviction on its face. Only forty-two Americans born, out of a whole ship's company, on board of one of our crack sloops of war! and half the petty officers to be foreigners on board of another! What American is there—what man that loves his country's flag, and loves to see it sustained aloft in triumph by those born on the blessed soil that it waves over, that does not blush with indignation at this state of things. And yet the example cited by Captain Ludlow represent the true state of things on board of all our men-of-war.

But here is still another letter confirming our views:—

NEW YORK, January 24th, 1845.

MR. GOIN,

Sir,—In regard to the conversation I had with you respecting the bringing up of American apprentices in our Navy, I can truly say I consider it an object well worthy the attention of our government. For twenty years I have followed the sea as an officer of ships, eight of which have been spent in the Navy, in the frigate Potomac, sloop Fairfield, and Saratoga, and I should think there was hardly one-third of either of these ships' companies American seamen. I should think it essential, in case of war, that our ships should be manned by our own countrymen, and I know of no better way than the system of the schoolship which you have introduced.

I am, respectfully yours,

HENRY P. LUNT.

But probably many will say that there is a law which requires that none but Americans born shall be shipped as able seamen on board of any of our men-of-war. True, there is a law to that effect, and the orders of the Navy Department on this point are most rigid, that none but American citizens shall be shipped for our United States service. But this law is evaded every day and every hour. Men come and enter the service—declare that they are American citizens and will stand by the flag, when the fact is that they were born abroad. It is true that they all *hail* from the United States, but not one-third are born on our soil, or are American citizens. This alone, then, if there was no other reason, would be sufficient cause for a radical and speedy change in the whole system; or, as Jack would say, for overhauling the vessel from the keelson to the main truck.

Sweedish and Danish sailors hail from Jersey, Pennsylvania, &c. English sailors will hail from Maine, and so on, when they come to ship in our service; and thus the law is evaded and the express orders of the Department rendered of no effect. At the same time the law makes a captain pay foreign tonnage, even from Boston to New York, unless two-thirds of the seamen are Americans; and every merchant Captain has to swear that such is the case. How disgraceful all this is.

Besides this almost all foreign sailors have three or four different names to ship by or swear by; and these are called by the tars "pursers' names."

But we shall be asked what we propose to have done by Congress—what reforms we wish to see effected. We answer that we desire to see our men-of-war manned entirely by seamen that are American born. In this we do not intend to assail or injure any foreigners—we will not be proscriptive in the least. We respect a foreigner, come from what land he may, who obeys our laws and acts like a good citizen, and we will give him all the privileges that we enjoy. But we prefer having all our national vessels, manned by American seamen

The reasons for this are so obvious and proper that they require no explanation.

Suppose that a war should break out between this country and Great Britain (and in the estimation of some this is by no means so very unlikely) what a pretty figure we should cut going into battle with a crew, three-fourths of whom were not Americans. Shall we again endure the taunt made by Great Britain at the last war. "It is true that you whipped us on several occasions, but you did so with our own seamen!" And it is notorious that a large proportion of the sailors in our men-of-war, during the last war, were foreigners. They fought bravely, but they fought with a halter round their necks; they had either to die by a Yankee gun, or to be hung at a British yard arm! And they preferred the former. But suppose that in the next war which we have with England, she chooses to take the halter off the necks of the English-born seamen, what is to prevent those English seamen on board our men-of-war from raising a mutiny, putting the hatches on the Officers, and delivering the ship to the British. There are foreign desperadoes on board of all our men-of-war, ready and willing to do this, if they had the opportunity. And Great Britain would well reward the rascals for such an act of infamy. We have had disturbances frequently on board of our men-of-war, and we believe that in every instance they were designed and carried on by foreigners. We would ask if there were not on one occasion fourteen foreigners that refused to do duty on board the U. S. frigate *Columbus*, in Hampton Roads in 1843! And in several other instances the foreign sailors in our men-of-war have been guilty of similar misconduct. We believe that no instance of a mutiny or attempt at revolt in our navy can be shown, where it did not originate with a foreigner. If we were destitute of the necessary tools to work with—if we had not thousands of poor boys, whose widowed mothers would gladly see them enter our Navy as seamen, there would be some excuse for employing foreigners. But there is none whatever.

Would not our gallant commodores and lieutenants feel much more proud and sanguine if they were to go into battle with all American born tars on board their vessels, instead of having a crew mixed up of all nations of the earth—many of them the *riffacimento* of creation—and a majority of them Englishmen? Show us the men that, when occasion demands it, would not die by their own flag? Show us, if you can, any that would willingly and strenuously fight against the flag of that country which gave them birth? How proudly, under these circumstances, could the commander of a vessel, on going into action, point to the glorious stars and stripes waving over the peak and say "Men, there is the flag of the land that gave you birth—look at it in the fight, and you can never disgrace it!" Where is the boy that does not love this soil of his native land—where is the boy that would not shed his blood for his country's flag? Where is the boy that would not die by his own gun? And this is particularly true of the boy born in the U. States of Irish parents. None fight harder for our flag than these?

Let it not be forgotten, that when Capt. Dacres was bringing the *Guerriere* into action with the *Constitution*, that he had on board several Americans (sailors) among his crew; and that they refused to fight against their own flag; and that Dacres, with a magnanimity which does him eternal honor, permitted them to go below; the British accounts say that there were about 20 of them, out of 263 souls on board.* Now, suppose that in the next war, on one of our ships going into action, eight hundred out of a thousand of the sailors, were foreigners, and refuse to fight! what would be the consequence? And yet we are liable to have this occur, in the case of every one of our mem-

* Cooper's *Naval History*, Vol. 2, p. 172.

of-war manned as they are at present. We have said that the troubles on board of our ships are occasioned, principally, by foreigners. And as we make no charge without proof, we give here a letter from Mr. Rapalye, principal Assistant U. S. Marshall at this port for many years, confirming our statement:

New York, January 24th, 1845.

Dear Sir,—I consider the naval apprentices system, as originated by you, one of great importance in regard to a nursery for seamen. I have found, for the last 12 years, that very few American seamen have been arrested for offences against the laws. The offenders are principally Danes, Swedes, English, &c., I should judge that not more than one out of ten are Americans.

I have no doubt that the shippers, insurers, and ship-owners would be greatly benefitted by carrying out our plan on a very extended scale.

Very truly yours,

TO THOMAS GOIN, Esq.

SILVANUS RAPALYE.

In all this, we repeat, we have no desire to disparage the foreigner. We respect and esteem every good and useful man, no matter where he was born. But there is a vast difference between a foreign mechanic, or merchant, or farmer, or tradesman coming here to settle for life, *and a foreign sailor*. The former have all an interest in the land of their adoption—they bring their wives and families with them—they bring their skill, their talent, their enterprise, their learning, their mechanical ingenuity, their experience; and many bring considerable sums of money with them. They have, therefore, a deep, a sincere, and an abiding interest in the prosperity of the country. Not so the foreign sailor—he is a creature of impulse and of most frightfully erratic habits! He is tied to no particular spot, nor in fact to any particular person:

“In every port a sweetheart finds,”

He has generally—almost universally, no kindred here—no tie—nothing to bind him to our soil—no stake in the country. He is never long in a place, and spends the greater part of his time on the ocean, or in foreign port. He was not born here—he has no one to love here! How then can he love our land, or love our flag—sufficiently to shed his blood in its defence? Again, a most objectionable feature against foreign sailors, particularly against the large number of Englishmen now in our merchant service, is, that they are always claimed by their own government, when needed, and are taken out of our ships *sans ceremonie*, on plea that “once a British subject, always a British subject.”

But there is another strong objection against employing foreign sailors on board of our men-of-war; it is founded on the universally strong objection that money earned in the country, and paid by our people and government, should be taken out of it by foreigners and spent abroad. We have said that many farmers, tradesmen, and mechanics from abroad bring considerable sums of money with them to this country, when they come to settle here. They do so. But we are afraid that this importation of money is more than counterbalanced by the large sums of money which foreign sailors annually take out of this country, to spend abroad, after they have been paid off for their services on board of a man-of-war. Capt. Griswold, in the letter we publish in this pamphlet states, that he frequently takes between ten and twenty foreign sailors to London, who have just been paid off from one of our men-of-war, and who are too rich to work their passage; and therefore pay for the same, and go home to spend their wages. And it is a common occurrence for many of our packets each to take twenty-five to thirty seamen (foreign) as passengers to Europe—to London, Liverpool, Havre, &c., just after they have been paid off from an American man-of-war; and each of these sailors will take from \$100 to \$300 in cash with him, after paying for his passage; for at least two-thirds of all the marlin-spike sailors in our navy are foreigners! and in this way it surely

is no exaggeration to say, that at least hundreds of thousands of dollars go to Europe annually, to be expended there. So we build ships at a vast expense to give employment to foreigners, whom we pay handsomely, let them sail about in these, our floating palaces, at their leisure, and then go home to Europe to spend the money we so liberally provide for, and pay to them.

But in case this fact should be doubted, here again we have proof positive on the subject. We have two letters addressed to Mr. Goin on this matter, from two of the most experienced and intelligent emigrant shipping agents in our port. The first is from Mr. Tapscott, the other from Mr. McMurray, of a different office and firm :

New York, January 28th, 1845.

DEAR SIR—In answer to your queries as to the number of seamen from American ships of war, who, after being paid off, "pay their passage to Europe, we think the following will be found pretty correct.

Whenever one of our ships of war is paid off at New York, Philadelphia, Boston or Norfolk, we invariably have a number of seamen from such ships who pay their passage to either London or Liverpool, and we have known from twenty-five to thirty go in one ship at the same time; fifteen to twenty is very common. Taking into consideration, however that a packet leaves for Liverpool every five days, and London every ten days, it is fair to conclude that all who pay their passage to Europe from said ships of war, do not go in one ship, and we know of a certainty that they do not; nor is it likely that all who are paid off in Philadelphia, Norfolk or Boston, come to New York to take passage. We have observed that many of those who go home to their friends take considerable sums of money with them, say from one hundred to five hundred dollars, according to their grade in the service.

The packet ship Sheridan, which sails to-morrow, takes about fifteen of the frigate Columbus, recently paid off at, we believe, Norfolk, all of whom have paid their passage.

We are, sir, yours, most respectfully,

W. J. & T. TAPSCOTT,
Emigration Office, 76 South-street.

THOS. GOIN, Esq.

New York, 29th January, 1845.

DEAR SIR—In reply to your inquiries of yesterday, in relation to foreign seamen, I have invariably found, that after the seamen were paid off from on board one of our United States vessels, that quite a number generally came to my office and took passage for London and Liverpool, besides taking with them large sums of money. This I have observed during the time which I have been in the emigrant business, which is over twenty years.

With great respect, I remain your obedient servant,

J. McMURRAY.

THOMAS GOIN, Esq.

Does not this form a sufficient reason alone why we should man our own vessels with Americans born?

Here, then, we have enough to justify our preference for American born seamen over foreign seamen, even if the former were somewhat inferior to the latter. But such is not the case. There are no sailors in the world superior to American seamen, and scarcely any that can approach them in point of excellence. Why then should we not adopt some system for *manufacturing* (if we may be allowed the phrase) American born boys into American seamen?

Heaven knows that we have enough of the raw material. Look at the hundreds upon hundreds of hardy little, daring, ragged, half clad American born boys that crowd the streets of New York and other cities. Where could the most ambitious naval officer desire better tools to work with. The sons of freemen, born freemen on a free soil, they are the very "boys" that would die by their guns, after nailing their country's flag to the mast. What American officer would not be proud to go into a fight with a crew of five hundred hardy young freemen, all under thirty, and all born on our own soil, and under our own flag?

The state of New York alone can produce 15,000 boys, who really want something to do, and who would gladly become sailors. Why should not something be done for these boys that would gladden the hearts of

their widowed mothers?—that would take them from a state of poverty, hunger, nakedness, misery, degradation and want, and clothe, feed, educate, and make useful and valuable citizens of them, by making them thorough bred, able seamen?

And in every State in the Union we could find hundreds upon hundreds of good boys (particularly from the Western States) who would rejoice to enter the Naval Service in this way. It is a very common thing now for boys to come from the West to New York and to pay a captain \$100, to be allowed to work his passage out and home on a Canton or other long merchant voyage; in order to learn seamanship.

But we hear many say, "How will you do this? What do you propose?" We answer, by means of

A NAVAL APPRENTICE SCHOOL IN EVERY LARGE ATLANTIC CITY.

Again, we shall be asked, "Has not the system been tried and found to be a failure?" We answer, "No!—it has been tried, and found to answer most admirably; and yet, from bad management somewhere, it has fallen into disuse." Mr. Thomas Goin, as we shall hereafter show, after a great outlay of money, time, and trouble, and numerous journeys to Washington, finally induced the President and Secretary of the Navy to call the attention of Congress to the subject of naval apprentice schools for raising seamen; and after years of perseverance, an act was passed by Congress on the 2d of March, 1837, to carry out his plans for the enlistment of apprentices for the navy. The following is an extract of the act in question:

APPRENTICE BOYS FOR THE NAVY.

Extract from the Act of Congress providing for the enlistment of Boys for the Naval Service of the United States, approved March 2d, 1837.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful to enlist boys for the Navy, with the consent of their parents or guardians, not being under thirteen nor over eighteen years of age, to serve until they shall arrive at the age of twenty-one years.

Regulations for the Enlistment and Employment of Boys who may be entered to serve in the Navy until they arrive at the age of twenty-one years.

In the enlistment of Boys to serve until twenty-one years of age, as authorized by the Act of Congress approved on the second day of March, 1837, none are to be entered who shall be under thirteen or over sixteen years of Age, and who, after careful examination and inquiry, shall not be deemed of sound constitution, good health, and free from all injuries, defects or disease, which would be likely to render them unfit to perform the duties which are expected from them.

No boy is to be entered who shall have been convicted of any criminal or disgraceful offence or who shall have been sent to any house of correction or refuge, or other place of punishment.

No advances are to be made by the recruiting officer to the boys who may enter, or to their parents or guardians; but such clothing and other articles as may be necessary to their comfort, will be furnished upon the order of the commanders of the receiving vessels when they repair on board for duty.

Whenever it can be ascertained that a boy wishing to enter has a parent or guardian whose presence can be obtained, such parent or guardian must sign his or her name in the proper column of the Shipping Articles, as evidence of his or her assent to the enlistment.

When the parent or guardian cannot be present, and can be referred to, they must sign duplicated certificates of assent, in presence of, and to be certified by, some Justice of the Peace, or other magistrate, according to a form which will be furnished, one of which certificates must be transmitted to the Secretary of the Navy with the Monthly Reports of the recruiting officer, and the other sent to the commander of the recruiting vessel, to be transferred with the account of the boy from one vessel to another, whenever he is transferred himself.

At the time of their enlistment they are to be rated as of the second or third class boys, according to their age, size, and qualifications.

The pay of boys of the third class shall be five dollars a month, and the pay of boys of the second class shall be six dollars a month. First class boys to receive seven dollars.

When they cannot be attached to vessels in commission, they shall serve on board some one of three large receiving vessels.

They are to be supplied, under the immediate direction of the commander of the vessel, with such articles of clothing and other necessities as may contribute to their health and comfort;

but, after the first supply, the amount which may be due to them is on no account to be exceeded; on the contrary, it is desirable that they should have as large an amount due to them as possible at the expiration of their service.

They are not to be allowed to draw the spirit part of their ration, nor to receive tobacco, but, on the contrary, they are to be encouraged, and required, if possible, to abstain from the use of both.

Whenever their rate of pay will allow it, they may allot to a parent such amount as shall not reduce the amount left for their own use below six dollars a month, nor more than one half their pay, when the half shall exceed six dollars a month.

They shall receive no part of their pay for their personal use until their discharge, excepting for clothing and necessities as herein before provided, and occasional small advances in money, under direction of their commander, for the purchase of articles conducive to health, and for small expenses when permitted to go on shore for liberty; care must be observed, however, that this indulgence is not abused.

Every commander of a vessel in which any of these boys may serve, shall cause them to be well instructed in reading, writing, and arithmetic, and to be employed on all such duties which they may be competent to perform, as may give them a thorough knowledge of seamanship, and best qualify them to perform the duties of seamen and petty officers.

They are never to be required or permitted to attend as waiters or servants to the officers whenever there are other persons present who can properly perform those services.

As an inducement for exertion and a reward for good conduct, all persons enlisted under the provision shall be eligible to promotion in the same manner as other persons of the ship's company, as vacancies may occur, and their qualifications and conduct may merit; but all such promotions of boys shall be gradual and regular from third to second, and from second to first class boys, landsmen, ordinary seamen, seamen and petty officers; and on the other hand, they shall also be subject to a reduction of rating, like all other persons for neglect or misconduct.

If they shall serve the full term of their enlistment in a manner satisfactory to their respective commanders, they shall, upon their discharge, receive a certificate stating the length of such service, and time served in each rating, and the opinion which is then entertained of their conduct, qualifications, and merits.

Should they subsequently wish to re-enter the service, and produce to the recruiting officer a certificate of good conduct while serving their first enlistment, such officer shall, if men are required and there shall be no objection on the score of health or other disqualification, give a preference to them over persons who have not previously served in the Navy.

Should any of them give decided evidences of the talents and conduct which might, by proper attention and cultivation, make them valuable Boatswains, Gunners, or Masters for the Navy, they are to be specially reported to the Secretary of the Navy, and the commander of the vessel shall give all proper facilities to advance their instruction.

At the expiration of their service, or at their regular discharge, they shall receive the amount which may then be due to them.

These regulations to be subject at all times to such alterations and modifications as the Secretary of the Navy for the time being may deem necessary or expedient; and it is to be understood that they form no part of the agreement between the United States and the other parties, all of which are contained in the Shipping Articles.

By order of the President:

JAMES K. PAULDING, *Secretary of the Navy.*

Extract from the Act of March 2d, 1837.—Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That it shall be lawful to enlist boys for the Navy, with the consent of their parents or guardians, not being under thirteen nor over eighteen years of age, to serve until they shall arrive at the age of twenty-one years.

The Regulations adopted by the Navy Department in virtue of the Act of Congress of 2d March, 1837, require that boys presenting themselves for enlistment shall be of sound constitution, good health, free from all injuries, defects or disease, which would be likely to render them unfit to perform the duties expected from them.

None will be received who have been convicted of any criminal or disgraceful offence, or from any house of correction or punishment.

They will be well and comfortably clothed.

The pay of the boys will be, for the third class five dollars per month; second class six dollars; first class seven dollars per month.

They are not allowed the spirit part of the ration, nor to receive tobacco, but, on the contrary, they are to be encouraged, and required, if possible, to abstain from the use of both.

They may allot a part of their pay to a parent when their rate will allow, and when permitted to go on shore may receive small advances in money, at the discretion of the commander.

They are to be well instructed in reading, writing, and arithmetic, and in a thorough knowledge of seamanship, to qualify them to perform the duties of seaman and petty officers.

They are never to be permitted or required to attend as waiters or servants to the officers whenever there are other persons present who can properly perform those services.

They shall be eligible to promotion for good conduct, like any other of the ship's company, as vacancies occur among the petty officers.

On re-entering the service, a preference will be given them over others who have not previously served in the Navy, always provided they preserve a good character. Those among them giving decided evidence of talent and good conduct, shall be prepared for Boatswains,

Gunners, or Masters for the Navy, and receive every facility to receive instruction accordingly, and are to be specially reported to the Secretary of the Navy.

Application to be made at the Navy Rendezvous.

By order of the Secretary of the Navy :

JOHN R. LIVINGSTON, JR., *Navy Agent.*

Navy Agent's Office, New-York, October 22d, 1839.

The passage of this act was a great point gained ; and although it is by no means the best that could have been passed ; and is susceptible of great improvement, as we shall show hereafter ; still the passage of it is a valuable measure. Under this act a large number of boys were shipped as apprentices into the United States Naval Service, placed on board of the various ships, used as school ships, at New York, Boston, &c. ; and after being taught and drilled for a short length of time therein, were thence drafted into our various men-of-war, and sent on foreign stations, in which capacity they always behaved well, and distinguished themselves with honor.

To show a little of the history of the way in which this act was passed, and the trouble in getting Congress to pass any such act at all, we may here state a few facts. Mr. Goin, as we shall show by letters and affidavits enough hereafter, broached this subject of naval apprentices many years ago, and went to Washington about it, at his own expense, as early as 1832. When there, he pressed it earnestly on the attention of the naval committees of both houses ; he repeated this year after year, until 1834, Mr. Southard, of the Senate naval committee, reported in favor of the system. Mr. Goin also, at his own expense, took a beautiful model of a corvette, and had her rigged to serve as a school ship ; after exhibiting her at the Exchange in this city, to call the attention of merchants to the subject and at Stoneall's 2d ward hotel, a place greatly frequented by naval officers, he sent it on to Washington, to be placed for the same purpose in the navy department there. The receipt of it is shown in the following letter from the then Secretary of the Navy :

NAVY DEPARTMENT, August 7th, 1835.

Sir,—Your letter of the 5th instant has been duly received, offering to the acceptance of this Department, in the name of Thomas Goin, Esq., a miniature school ship, made by him.

Permit me in reply, to request that you will be so obliging as to present to Mr. Goin the acknowledgments of this Department for his politeness, and the interest evinced by him in an establishment which would be productive of such great advantage to the public service.

I am, very respectfully, Sir,

Your obed't serv't.

M. DICKERSON.

W. P. HALLETT, Esq., New York.

Soon after this, Mr. Goin again pressed upon the attention of Congress and the Department, the importance of the naval apprentice system, in connection with a school ship at each port, for a home squadron, to relieve vessels in distress on our coast in the winter. To this he received the following reply from the Secretary :

NAVY DEPARTMENT, 31st Dec. 1835.

Sir,—In answer to your letter of the 11th instant, I have to observe that I do not perceive that the President in his message has noticed the subject of a "school-ship for the education of young men for the merchant service, &c." If our force afloat shall be increased as proposed, our young officers will learn seamanship by actual service. The plan of a school-ship should be examined by the Navy Board, before it would be advisable to adopt it as a measure this Department. If the subject is brought before Congress, any information respecting it in this Department, will be cheerfully furnished, if required.

I am with great respect,

Your obedient humble servant.

M. DICKERSON.

THOMAS GOIN, Esq., New York.

The board did not then support the plan, and here is Mr. Cambreling's letter, regretting this circumstance.

Washington, 15th Dec. 1838.

Dear Sir,—I have your esteemed letter and will cheerfully attend to your wishes in regard to a home squadron and a naval school, with our committee on naval affairs.

I enclose you the letter of the navy commissioners, in regard to your proposition, relating to the recruiting service, and have to regret that they have not taken a more favorable view of the subject.

Very respectfully your ob't &c.

C. C. CAMBRELING.

THOMAS GOIN, Esq.

But in order to get a succinct view of the outline of the history of this business, it will be best to give the following letter from the ex-secretary of the navy, which, written at a subsequent date, reviews nearly the whole ground :

Suckasunny, (N. J.) 22d December 1841.

Dear Sir,—On the 10th instant, I received your letter of the 6th, and two or three days after the pamphlet (Remarks on the Home Squadron and Naval School) which you were so good as to send me, and for which I thank you.

Absence from home, and a press of business must be my excuse for not writing to you sooner.

I remember that in the year 1835, I was made acquainted with your plan of a school ship, for the education of young men for the merchant service, &c., upon which you meant to memorialize Congress, and in favor of which, you discovered much zeal and perseverance.

By your direction, an elegant miniature school ship, built under your superintendence, was sent to the navy department, and delivered to me, in your name. As I did not know the exact object of your sending it to the navy department, but presumed it was for the purpose of promoting your views in the memorial you meant to bring before Congress, I gave it a conspicuous station in my office, where it was much admired, as I informed you in my letter of the 1st of September of that year.

I did not think a school ship necessary for the naval service, as our ships in commission and receiving ships would answer all the purposes I had in view, should Congress authorize the enlisting of boys. I never recommended the construction or purchase of a school ship, nor did the President. On the 31st of December, 1835, I wrote to you, in answer to your letter, making enquiry that I did not perceive that the President, in his message, had noticed the subject of a school ship, for the education of young men for the merchant service, &c.; and you perceive, no doubt, that in the act the Congress of 2d of March, 1837, authorizing the enlistment of boys, no provision is made for a school ship.

I was much in favor of an apprentice system, by enlisting of boys for the navy, as my predecessors in office had been—one of whom, Mr. Southard, on the 20th of June, 1834, as chairman of the naval committee of the Senate of the United States, reported a bill to provide for the enlistment of boys in the naval service. I confidently hoped that at their next session of Congress, this bill would become a law. As it did not, I took the liberty, in my report of the 5th of December, 1835, to recommend the measure, as one of great importance to the naval service, and the President, in his message, called the attention of Congress particularly to this subject. In my report of the 3d of December, 1836, I again recommended this measure, stating the urgent necessity for its adoption. And the President again pressed it upon the favorable consideration of Congress.

On the 2d of March, 1837, an act of Congress was approved, making it lawful to enlist boys for the navy, with the consent of their parents or guardians, not being under thirteen nor over eighteen years of age, to serve until they shall arrive at the age of twenty-one years. An act of the greatest importance to the naval service and to the country.

Under this act, regulations were formed with great care and labor, with the assistance and advice of the navy board; and adopted with the approbation of the President. They were sent to all the officers at our recruiting stations, and before I left the navy department, the apprentice system was in successful operation.

These regulations, after being sent to the proper officers, were printed in some of our newspapers, and may be seen in the Army and Navy Register, vol. 6, p. 199; and are precisely like those published in the pamphlet you sent me, as having been adopted by my successor in office.

By these regulations, the boys, when enlisted, are to be attached to our vessels in commission, or when that cannot be done, they are to serve on board one of our three large receiving vessels. And every commander of a vessel, in which any of these boys may serve, shall cause them to be well instructed in reading, writing, and arithmetic; and to employ them on all such duties, which they may be competent to perform, as may give them a

thorough knowledge of seamanship, and best qualify them to perform the duties of seamen or petty officers.

This, in my opinion at the time, was an ample provision for the naval apprentices, so far as ships were required; and entire confidence was reposed in the officers to whom might be assigned the care and education of those apprentices, that their duties would be faithfully and duly performed.

How far improvements have been made upon the apprentice system as connected with the home squadron, and the naval school on board the receiving ship *North Carolina*; or how far you have contributed to bring about those improvements, I am not informed. But I have no doubt, from reading the pamphlet you sent me, that you have essentially contributed, by your exertions, to benefit the naval service, so far as the enlistment and education of the boys are concerned.

* * * * *

I am, very respectfully, your obt. humble servt.

MAHLON DICKERSON.

THOMAS GOIN, Esq.

This shows clearly that the eminent men referred to; considered the subject one of immense importance; that they did their best to aid Mr. Goin's plan; and it also shows the extraordinary difficulties and delays that occurred before Congress could be induced to act on the subject. We repeat, that the system was tried and found to work well; and we give some proof in the following letters. The first is from the schoolmaster on board the *North Carolina* :—

U. S. Ship *NORTH CAROLINA*, Nov. 29th, 1842.

Sir,—Your communication of the 3d inst. to Capt. Gregory has been handed me to answer. The apprentices on board this ship are divided into five equal divisions, three of which are in school at a time, and one of the other two at the same time is employed in learning the manual duties of seamen, such as knotting, splicing, &c.; the other in learning the drill of the musket, large gun and cutlass, changing each time, so that all may have an equal opportunity of learning the whole.

The course of education pursued is nearly the same with the Public Schools of the State of New York, with the advantage of navigation.

All the apprentices are expected to attend the Sabbath School which is kept on board this ship, under the superintendence of a number of gentlemen from Brooklyn who have kindly volunteered for that purpose.

As may reasonably be supposed among such a number, there are some very smart boys; boys who will, if they live, be sure to rise, and others again who are dull and stupid. In short, take them in a body, I have no doubt, that put them against an equal number taken indiscriminately from the Public Schools, that the apprentices would amply sustain the honor of the system under which they have been fostered.

The apprentices occupy nearly the whole of one side of the berth deck of this ship with their messes and sleeping places; they are all required to be in their hammocks at 8 P. M., and not to be found out, except by necessity, until all hands are called in the morning.

Any other information you desire will be cheerfully furnished.

I am, respectfully yours, &c.

JOHN W. FINCH, Principal of the Apprentices School.

THOMAS GOIN, Esq., U. S. Navy, New York.

The next is from Thomas Wardell, Esq., a merchant of the highest respectability, and one of the agents of the ship line of Charleston packets. Mr. Wardell taught Sabbath School on board the *North Carolina* for a long time.

New York, Dec. 1, 1842.

Dear Sir,—I visited during the past summer the U. S. ship *North Carolina*, and while there, took occasion to observe the boys attached to the Naval School on board that ship. I was particularly impressed with the important effects which such a school, properly conducted, must eventually have not only on our naval, but likewise our commercial marine. I am informed from a reliable source, that our naval as well as mercantile ships, are now principally manned by foreign sailors, and as Congress has made no provision for the growth of American seamen, except such as related to the Naval Apprenticeship System, now in operation in several of our commercial ports, it is of the highest importance that it should receive the fostering care and protection of the general government. I learn that during the past two years, or about that time, that the government has discontinued shipping boys—from what cause I am unable to learn, which circumstance is to be much regretted. The infusion of some hundreds of American sailors at each succeeding year, in our Navy, is a desideratum which should commend itself to your most favorable considera-

tion. Numbers of these boys having served their term of apprenticeship out, and have again re-entered the service—numbers of others have been promoted to petty officer's situations, and have performed their duties with credit to themselves and to their country. The number of apprentices, instead of being diminished, should be increased in a corresponding ratio with the constantly increasing tonnage of our naval and commercial marine. Upon the arrival of a United States ship from a cruise, large bodies of the seamen take passage for Europe, to return to the places of their nativity. Some vessels have taken out seamen of this description to the number of forty or fifty at one time. Upon their arrival out, they enter the British service, and hence the cause of the assertion so frequently made, that *our* sailors are entering that navy. According to the representations of the distinguished historian, Mr Allison, it is asserted, that out of 56,000 seamen who are engaged in the merchant service of the U. S., 33,000 are British. Mr. Read, formerly chairman of the Committee of Naval Affairs in Congress, reported that out of 109,000 seamen in the navy and merchant service of our country, 100,000 were foreigners. I am informed that out of every 100 seamen on board our naval vessels, there are not twenty regular marlin-spiked American seamen, and yet there are thousands of bright, intelligent boys, anxious at this moment, to enter the service, and who would intine, reflect additional lustre upon the flag of our country, should the period arrive when their services would be called into action.

I am informed that a short period since, a rendezvous was opened adjoining the Lakes, when upwards of 400 American boys enrolled themselves who are now, I presume, progressing in the different studies pursued in the naval schools. Now, if in short periods so large a number could be procured, it is reasonable to infer that an immense number could be obtained in the principal seaport towns of the United States, and in a few years our naval service be supplied with a hardy race of admirably disciplined and experienced **AMERICAN SEAMEN.**

In a short period after the law was passed by Congress, authorizing the shipment of the boys for the Naval Apprenticeship School, upwards two thousand American boys were procured, who, under proper encouragement and protection must, of necessity, have become of great service to the navy. There is no institution more deserving of popular support than the Naval School, whether it is regarded in a benevolent or a national view, it should alike receive that consideration which the immense interests involved in its success should receive from the general government.

I feel confident if proper encouragement and support were given to that most excellent institution, (the Naval School,) that in a short period we should have a supply of American seamen to man our ships, who would reflect the highest credit upon their country. If our merchant and naval vessels give no encouragement to boys, I cannot perceive how we are ever to have a sufficient supply of American seamen. Our merchant ships do not take them. And our only hope, therefore, is in the growth of American seamen, and in the successful operation of the Naval School.

I am, Sir, yours most respectfully,

To THOMAS GOIN, Esq.,

THOMAS WARDELL.

The third is a communication from Mr. Goin to the Secretary of the Navy, in relation to one of the boys :

To THE HON. JAMES K. PAULDING, Secretary of the Navy, Washington.

Dear Sir—By to-day's mail, I have taken the liberty of sending you a small package containing a journal kept by John Higgins, a boy who entered the Naval School on board the United States ship Columbia, aged 16 years. It is an interesting and extraordinary production, evincing great intellect and improvement, much research and strong powers of mind—and I am assured that it has been entirely his own production, and the result of his own observation and reflection. While perusing it, I have been impressed most strongly, that the publication of the work would have a most beneficial effect on the Naval Schools and on the seamen, as it would tend to elevate the one, and by so doing, would encourage a great many parents and guardians to place boys in the school. I therefore make the suggestion for your consideration, and I would be pleased if you would show it to the President, as the production of a boy in the Naval School. If the seed already sown produces such fruit, what may we not expect from it hereafter? I have only to say, in conclusion, that I received the journal from Mr. James Bergen, the uncle of the boy, who resides in this city, who assures me that it is his own production; but if you are not satisfied, I will ascertain the fact by inquiring from the messmates and commanders of the ship. I have forwarded the journal to you, as I know that anything connected with the school, is to you a matter of much interest. I will be pleased to hear from you on the subject as soon as your convenience will permit.

Most respectfully, your obedient,

NEW YORK, 3d July, 1840.

(Signed,) THOMAS GOIN.

You will please bear in mind, that I have to return the journal to Mr. Bergen, the uncle of the boy, from whom I received it, on a promise of carefully perusing it. Should you

however, wish to retrain it for the purpose of filing it in the Navy Department, I have Mr. Bergen's consent, and I have no doubt he will be gratified by its publication.

Most respectfully, T. G.

And the fourth is a letter from an apprentice, in relation to the system:—

Yorkville, December 9th, 1844.

Dear Sir,—I take the liberty to address you, as a discharged apprentice from the U. S. service; by having been so connected with the navy, I assure you, Sir, I have derived many benefits. My object then, in writing to you is, to offer you my most sincere thanks, for having devised a plan by which every boy in the Union, who is so circumstanced, as to be unable to benefit himself, would have an opportunity to become a useful member of society, to distinguish himself in serving his country, and thus arrive to the possession of riches and honor. To you, Sir, is due the praise to be rendered, for having been the founder, aye, the originator of that glorious institution—Naval Apprenticeship—and, Sir, I deem it my duty, wherever an opportunity offers, to recommend the system, and call the attention of every man who has the interest of his country (if he be an American citizen) at heart, to the subject, in order that he will give his aid and influence in sustaining you in your truly laudable efforts to advance and elevate to the very height of their ambition, a very important part of our community—the rising generation. Besides the advantages afforded by your system to those immediately interested, it must be obvious to any sensible person that would give the subject a thought, that advantages equally great would accrue to the country; I need only refer to one, which is this, our U. S. vessels would then be manned by those who would be proud that they were American seamen—it would then be unnecessary to have the “Stars and Stripes” protected or defended by foreigners, which at present is the case, which I will here show from my own experience.

In June, 1836, I shipped on board the U. S. receiving ship Hudson, and was a few days after transferred to the U. S. brig Porpoise, (then lying at Boston,) Captain Ramsay; the P. had on board about 80 hands, 25 of whom were seamen, and out of that 25, perhaps not more than 8 or 10 could claim the United States as their birth place: after seven months was transferred from the P. to U. S. sloop of war Fairfield, Capt. Mayo, then lying at Norfolk, Va. I here found 200 hands, 50 of whom were seamen, 15 of said 50 were Americans by birth; yes, Sir, more than nine-tenths of the crew of an U. S. sloop of war foreigners. Well, I left the F. at Montevideo, in April, 1839, and returned to the States in the Dolphin, commanded by Capt. A. S. McKenzie; the D. had on board about 70 hands, consisting mostly of those from the Fairfield, whose term, like my own, was about expiring. My arrival at New York terminated this, my first cruise, in the month of May, 1839.

In December following, I again entered the service, under the apprentice system, was received on board the U. S. school ship North Carolina; here I found about 300 fine hearty boys from 10 to 15 years of age; I remained at the Navy Yard, Brooklyn, for three years, all but a few days; I had, of course, a fair opportunity to form some idea of the working of your system. In the course of the time that I was there, the number of these apprentices varied from 300 to 500 boys, who a day or two previous had been idling their time, acquiring the very worst of habits, and could now be found on board the N. C. how changed? instead of being covered with filth and rags, they are cleanly and comfortably dressed; their well smoothed hair shows, with their shining faces, the wholesome rules they must observe, and thus, their whole habits become changed, and their smiling countenances show that they are happy; happy in the enjoyment of health, being well fed and clothed and receiving pay for their labor, from five to seven dollars per month—every one encouraged and stimulated to exert himself to his own advancement by increasing wages; and where they are deserving, they are sure of promotion, several instances of which I might mention; two or three occur to my mind at present. On board North Carolina, Thomas Tiff, an apprentice, promoted to master's mate; Charles Bishop, do., \$25 per month.

Another on board United States Surveying brig Oregon, in which I cruised seven months, Daniel James, apprentice, rated to quarter gunner, wages \$15 per month. Here, then, are inducements held out that are calculated to make boys act like men. Again, another very beautiful feature, and one as important as it is commendable, is the schooling. What a blessing to a boy to be thus situated—to have so many chances, and all at once, and at the most critical period in his life; the most critical, I say, in this respect it is; for if those days are not spent in acquiring knowledge, and are allowed to pass; *those days* never return; but if they are not inclined to learn, it is no fault to be attributed to the system, as books, stationary, library, teachers, and every requisite, can on board a school ship be found.

Sir, to conclude, let me presume to urge you to continue your exertions for the revival of the Naval Apprenticeship system; then, sir, is our national independence doubly secure; we make our own seamen, man our vessels with those who are worthy of the situation; then, sir, and not till then, can we sing in the most perfect security,

“The star-spangled banner in triumph shall wave,
O'er the land of the free and the home of the brave.”

THOMAS GOIN, Esq.
86th Street, Yorkville, New-York.

With sincere Regard,
CHRISTIAN SIEBER.

We could multiply proofs of the utility of this system, and its immensely beneficial effects ; but the newspapers have so teemed with its praises, that we deem the above evidence sufficient for the present.

If it can be possible that there can be any objectors to this system we should like to see them ! and we would say to them : " Gentlemen, citizens, or gallant officers of the navy, as the case might be, can you show us any better plan ? How are we to be able to man our ships entirely with American born seamen, and in what manner, unless by means of the naval school apprenticeship system ? Boys serve a regular apprenticeship to every important branch of business, why not to seamanship ? " Or if there exists an objection on the part of any of the navy officers, we would respectfully ask, " Does this arise from a feeling of jealousy on the part of the rich man's son towards a poor bare-footed orphan boy. " This cannot be. Very well, then we ask our gallant officers of the navy to lend us a hand in this business, and it will very soon be carried through triumphantly. There need be no fear on the part of the sons of wealthy parents who have entered our navy as midshipmen, that a poor boy, an apprentice, will not do honor to the noble profession should he be ever promoted to a midshipman's warrant ! Where did most of our gallant commodores and officers in the two wars spring from ? They were poor sailor boys at the outset of their noble and gallant career. They sprang not from the hot-bed of aristocracy, and they conferred a lustre on our flag that never can be dimmed. Why then should we not go on with this apprenticeship system. We have got the tools to work with, why should we not use them ? Why should we continue the old system, which allows foreigners to take from \$100,000 to \$200,000 of our money to spend in Europe annually ? Why should we be behind hand in protecting our flag with our own seamen, when every nation in Europe is so jealously guarded, and particularly in this respect ? It has been said that an Irish sailor will fight as hard against Great Britain as an American. That may or may not be true ; but the fact is that there is not one Irish sailor out of one hundred on board of our men-of-war.

We could give abundant testimony of the good that the apprentices have done. Twenty-five apprentices on board the brig Washington did the greater part of the rigging work necessary for her in Brooklyn Navy-Yard. They also rigged and fitted her at Washington City, and brought her to New York. Many similar good and useful acts have been done by these apprentices, when mere apprentices, on board of many of our vessels of war ; and we might point with pride to all those apprentices who have been made petty officers on board of our men-of-war, and ask exultingly, and with just confidence, whether better petty officers were ever seen in the service. And whilst we have numbers of fine boys from the country going round daily to our merchant vessels, begging to be allowed to go one or two voyages without pay, shall we not employ such splendid materials to form our navy, especially when this state alone can furnish 15,000 good and capable apprentice boys ?

And what is still more pleasing and gratifying to the good man, and the lover of his country, is the fact that the employment of these poor boys that now race our streets barefooted, and ragged and dirty, would gladden many a widow's heart !—would show her that her son was in a way to become an ornament to his country, and to provide for her support in her declining years. Should we not thus deal nobly by the widow's son, the orphan child ? Do we not support a military academy at West Point to educate rich men's sons for the army ? Do we not support a naval academy at Philadelphia to educate rich men's sons for the navy ? And shall we not establish naval schools to make the poor widow's sons good sailors ? But we do all for the rich, and nothing for the poor ! Is this fair ? Is this just ? Is this democratic ? Is

this republican? While the rich child lays off in lavender at Philadelphia, and goes the round of the hotels, drinking and smoking the best of wines and cigars, the poor man's son may wander round our docks day after day and month after month, and never get a shipmaster to take him on board. Let, then, this stain be wiped off our annals as speedily as possible.

Are we republicans? Do we love those equal rights that are laid down in our Declaration of Independence? Are we sincere in our professions of democracy? Then let us do something for these poor boys that have no one to help them. The navy is open to all—is it not the same as any other branch of the public service? The poorest and most helpless native born boy now wandering our streets, may become the President of the United States. Why then may he not be allowed to become a captain in our navy, or be allowed to mess with those midshipmen who are rich men's sons. As we said before, our gallant commodores came through the hawse holes, not the cabin windows; they did not have to be taught *their* duty by the old tars, as too many of the midshipmen now-a-days have. The great expense of supporting the navy comes from the pockets of all; why should not all the offices in the navy be thrown open equally to all? At present we have no government institution to gladden the widow's heart, or to elevate the character of the poor orphan boy.

Some may object to the expense of a naval apprenticeship school. This is trifling. It very soon more than pays for itself. And the money that has been squandered in making ridiculous experiments with steam revenue cutters that are useless, big guns that blow up half the cabinet, and so forth, would have paid the expense of a splendid naval school in every large port for a century.

Again, some miserable objectors have urged that the boys that were tried did not make obedient seamen. This is not true. Never were better or more orderly seamen or petty officers than these same boys made. And the few that were made midshipmen all distinguished themselves most honorably. These objectors cannot show a single instance where these apprentice boys misbehaved, out of 1400 or 1500 that entered the navy. And all those that were made petty officers are still in that station. The crew of the brig *Washington* that took the pirates of the *L'Amistad*, was nearly all boys; and most gallantly they behaved. The "*Journal of Commerce*" of Aug., 27, 1829, stated that she had thirty or forty apprentice boys and only three or four men. Several of the boys that were trained up in this way after being honorably discharged, have become mates of our splendid packet ships, and many of them commanders of our beautiful merchantmen. Large numbers of others again have entered the service after being honorably discharged; thus showing that statement to be false which says that these boys thus trained would never ship in United States vessels again, and also shows that they love the service and will not desert the flag. The case of the *Somers* is sometimes brought against these boys; but of all on board her not a single charge of improper conduct could be brought against any one of them; and one of those very boys is now the first officer of one of the very best packets out of this port. The row on board of her was begun by a foreigner, and a midshipman taken from the aristocracy of the land; not among the poor apprentices. But the latter were orderly throughout. And you cannot find a college in the country full of rich men's sons where there is not ten times the rascality carried on and practised that ever was dreamt of in any of our Naval Apprentice Schools. No Naval apprentice of any grade has ever yet brought the slightest disgrace on the flag.

We may mention here, that so important does the French Government deem this matter, that the instant Mr. Goin introduced the project during a recent

visit which he made to that country, it was taken up with avidity and acted upon; and Mr. Goin was highly extolled for his exertions in the French papers and by the officials of the government. In the Paris Correspondence of the "New York Tribune" of Dec. 24, 1844, we find the following allusion to the subject:—

"There has been much discussion in the papers on a proposition of Mr. Girardin to change the system of naval recruitment. The main feature of the plan is similar to the reform introduced into our service by Mr. Goin,¹ and now in operation on board the North Carolina. Here the sailors are registered at the Custom House, and lots are drawn to supply the number required by the annual expiration of the service of a certain number. The wages paid by the government do not exceed one half of what they are paid in the merchant service. In Bordeaux the apprentice system has been introduced into practice by a couple of retired captains. The government has given them vessels—the city supplies a portion of the funds, and the captains, after instructing the boys how to read and write, and making them acquainted with sea-faring fare, apprentice them to the merchant service, for which they are paid a certain sum towards defraying their expenses while at school. The number now in the Ocoles de Moufses, at Bordeaux, is 1700."

This system thus introduced, if properly carried out according to Mr. Goin's plan, will be of more benefit to the French people, than all the labors of all the Missionaries sent there to evangelize them, valuable as they have no doubt been. In connection with this we may also give the following remarks from the New York Advocate of Jan 4, 1845:—

"OUR NAVAL SCHOOLS.

"It is many years ago since we called attention to the indefatigable and invaluable exertions of Mr. Thomas Goin, of this city, on behalf of the establishment of schools for the instructing and raising boys for the United States naval service. And long before we wrote about it, Mr. Goin had then been many years laboring hard, and expending large sums of money out of his private purse, to bring the system to perfection. After he had been to Washington several years in succession, and expended a large amount of money and valuable time in persuading members of Congress to adopt it, the most excellent naval school system the world ever saw, planned and perfected by Mr. Goin, was set in operation and worked most admirably. Indeed it succeeded infinitely better than its most sanguine friends anticipated.

A naval school on Mr. Goin's plan was established on board one of our large men-of-war in Boston, New York, Philadelphia and Norfolk; hundreds, and we believe thousands, of poor boys, were rescued from poverty and put to school on board these ships; they were thoroughly taught all the branches of education necessary to make seamen; at the proper time they were drafted into other men-of-war, and sent into active service, and turned out the very best seamen in the whole of our naval service; and in no one instance was ever one boy thus reared sent back or found fault with, but several of them rose to be midshipmen. This system, however, has lately been suffered to come to a stand still here.

Mr. Goin, however, did not despair; and on a visit he made to France, some year or so ago, he was waited upon by Mons. Girardin, an important functionary in the French navy department, at whose request Mr. Goin detailed his whole naval school system. The French government, on examination, were so delighted with it, that they have had it in full operation ever since.

This shows the good sense of the French government, and we trust that our own government will soon restore our naval schools here to their full vigor. They are the most valuable branch of the service.

We stated that with all its advantages the act of Congress of 1837, was susceptible of considerable improvement. And we cannot more clearly exemplify this than by inserting here the very able letter of Mr. Poole of the firm of Goin, Pool and Pentz, shipping agents and Notaries public of New York:—

THOMAS GOIN.

Dear Sir,—Now that our country is feelingly alive to the necessity of increasing the number of American seamen both in our naval and mercantile marine, and also the very great need of a radical change in the method of treating seamen both on shipboard and on shore, I feel desirous of expressing very briefly my views on this interesting subject. I have spent the last eighteen years of my life among seamen, and have had, during that period, an opportunity of observing closely both causes and effects, resulting from the vast number of foreign sailors, who compose, on an average, about two-thirds of every crew leaving this

port. The startling fact that our vessels are thus manned by men whose allegiance is due to other governments, and whose feelings are not at all in accordance with the spirit of our institutions, an evil that should excite the most painful feelings in every American bosom, and speak trumpet tongued to the hearts of our rulers. This state of things can and should be remedied immediately; we have the material in abundance to make the smartest men in the world; and with proper legislation and systematic effort, we can in ten years change the whole aspect of affairs in this respect, and man our ships of war and merchantmen with those who will feel that pride in our flag and in the honor and interests of our country that will prompt to noble deeds and adventurous daring in their defence. There are a variety of ways to accomplish so desirable an object, but none more worthy of support, we humbly conceive, than "the Naval School System" introduced through the indefatigable exertions of our patriotic fellow citizen, Thomas Goin, Esq. This system, so long as it continued in operation, worked admirably, and promised in a few years to realize our brightest anticipations, but from causes, not generally understood, the Secretary of the Navy discontinued the enlistment of apprentices—and for the last eighteen months the whole system has been inoperative—yet enough is certainly known of its character and results to warrant its continuance with some modifications in order to render it entirely unexceptionable. One feature of the system which should be changed immediately, is the plan which was pursued the whole time it was in operation, of placing the boys in immediate contact with the old sailors. Could this be reorganized so as to separate the apprentices entirely from the old seamen—to remove them as far as possible from the contaminating influence of men who are schooled in all kinds of iniquity and take delight in rendering others as vile as themselves—could they, I say, be placed in a situation where they would receive all the necessary instruction both theoretical and practical, under officers of experience and high moral character, the Naval School System could be made a most powerful auxiliary in advancing the character and standing of both our navy and merchant service. We humbly conceive that Mr. Goin's ideas have not been fully carried out, so far as the apprenticeship plan has been in operation. The boys, when received into the service, have been immediately placed in contact with the old seamen and have been allowed to spend most of their leisure hours in spinning fore-castle yarns, or listening to tales of adventure in vice and daring, which always possess a charm for the young mind, and from the very romance mixed up with their darker shade, leave an impression very difficult of removal—and the consequence is, that by the time the boy is ordered to sea, he is far more deeply versed in the minutia of debauchery than in the duties of his profession. It seems to me this matter is easy of remedy. We have plenty of vessels not yet in commission, on board of which to place these boys, and where, under proper officers, of superior and inferior grade, they could be made not only eminently useful to the service, but in a very few years, give us a supply of such men as would be an honor to our country. Let not this subject be lost sight of in the din and discord of political strife; urge upon our representatives the importance of early action on a subject so deeply interesting to every American who understands its bearing. We are in a position now that may bring us in collision with England before a year passes over our heads—let us calmly and dispassionately consider the danger of depending on foreigners to protect our flag from insult and inquiry. It is impossible, we conceive, for any of our members of either the upper or lower House at Washington, to be indifferent to this subject were it properly laid before them. Let our motto be in this respect—as in every other where honor and patriotism is concerned. "Semper paratus."

WM. POOLE.

New York, Feb. 8, 1845.

The change here recommended in Mr. Poole's very able and manly letter would be immensely beneficial. And there are other improvements that ought to be made upon the Act of 1837. There should be at least 3000 boys in the service; and in a case of a surplus we could readily supply our merchant vessels with good American Seamen; whereas now we do nothing for them, but only rob all other nations of their sailors. Each school ship should have a tender to it, to run off on a cruise with the boys, so as to form a Home Squadron to relieve vessels on our coast, and to teach the boys practical seamanship in the worst of weather. The sailors should not be allowed by any means to make chummies of the boys; and one reliable experienced old tar should be regularly selected and placed over each mess of boys. The boys should be promoted (for a certain number) by the officers when found deserving thereof; and not to be picked, but taken as they come, so as to excite the ambition of the whole of them. At least boys should be promoted to the rank of midshipmen, out of every year.

There are also other improvements that will readily present themselves to the mind of our well informed and gallant naval officers, from time to time as the system here recommended is put into extensive operation.

Before we retire from this part of the subject, we will insert the following extracts from two influential and widely-circulated journals. The editors of these papers are men of great experience, and have had abundant opportunities of seeing the evils that arise in our seaports from the terrible scarcity of American seamen. This testimony, given thus frankly and independently, is therefore of great weight as regards the value, importance, and immense benefits to be derived from the successful operation of the Naval School apprenticeship system.

From the New York Herald, December 24, 1844.

SCARCITY OF AMERICAN SAILORS.

It has been satisfactorily ascertained, that of all the sailors who navigate our ships, one fourth only are Americans. According to the laws that govern the mercantile marine of this country, the crew of each ship must be composed of two-thirds citizens; the other third to be filled up as it may best suit the captain or owner. We do not hesitate in asserting that, in the last twenty-five years, not a single ship has left America for a foreign port with a crew of even one half American.

In times of tranquillity this arrangement is probably well enough; but in the event of a war it would be dreadful for our commerce. Our ships are now navigated with skill, it is true, and they take a high rank throughout the world; not, however, by aid of the foreign sailors, but because the captains and mates are Americans, with their full share of energy, enterprise and skill. This energy, however, mixed as it is in equal parts, with indomitable courage, will be of no use in time of war unless sailors are found to throw in their assistance. In all wars between this and any other country, the scene of operations will principally be on the ocean. With the powerful navies of England or France, manned by sailors drilled from early life at national naval schools, what can we do? Can we cope with them? Can we even do as much as we did in the last war? England has more sailors than she can employ in times of peace; France can raise in a day more seamen than we can in a month; Sweden, on an average, has at least one sailor on board of every American vessel; while America, with a population of 20,000,000, and a commerce standing second in the world, has less than 10,000 seamen whom she can call her own.

These facts are capable of an easy demonstration, and they are almost as startling as they are true. Now is there no remedy? Have we the raw material for sailors?

In this country we have the elements in farmers' and mechanics' sons to make thousands of as noble seamen as ever reefed a sail. These boys are longing for the sea, but unfortunately they have no means of getting there. Most of them being poor, they cannot enter the navy as midshipmen, for it is a fact that wealth and influence at the polls keep that list full. Neither can they enter into the merchant service, except by family influence, so long as experienced sailors of some nation can be obtained. Thus, at least seventy-five thousand brave fellows are shut out from the service of this country for want of means. Now the remedy for this evil is to be found in a naval school—such, for instance, as the one that was organized here four or five years ago, and which was abolished in two years afterwards, because it turned out too many sailors. Some of the "apprentices," as they were called, of this school, are now petty officers in our navy, and one in particular, though yet a boy, is of great value in the engineering department at Washington. This useful school was established by Thomas Goin of this city, whose intercourse with sailors has been life-long, and it was not until after years of toil that he succeeded in impressing upon the government its absolute necessity. It has, however, only a nominal existence, and the line of battle ship North Carolina, used for a receiving ship, which anchors off the Battery every summer, is but a rag end of the system.

It is to be hoped that Congress will take up this matter the present session, and see what can be done for the seventy-five thousand boys who are now so eager to become sailors. Let something, at all events, be done to preserve the purity of the laws, passed by Congress, affecting our seamen. Let it be borne in mind, however, that a naval school is the great desideratum in this business.

From the Philadelphia Ledger, December 30, 1844.

AMERICAN SAILORS.

There has lately been a great deal said about the scarcity of American seamen, and we are told that of all the seamen in our mercantile marine, not more than a fourth are Americans; that while the laws require two thirds of every ship's crew to be Americans, not

an American ship has left an American port within the last twenty-five years, with Americans for one half of the crew. And we are told that Britain has more seamen than employment for them in time of peace, in its military or mercantile marine; that France can raise more seamen in a day, than the United States in a month; that the Swedish seamen in American Service make an average of one for every vessel; and that the United States, with twenty millions of people, and a commerce only second in the world, and rapidly becoming the first, have not more than ten thousand native seamen. And we are told that the sons of our farmers and mechanics, who might make the finest seamen in the world, and thousands of whom are longing for the service, are excluded from it by very impolitic rules and practices; that most of them being poor, they cannot obtain the station of midshipmen, which is monopolized by the rich; and that they cannot, without family influence, obtain employment in the mercantile marine. The remedy suggested is a naval school, like the one organized in New York, four or five years ago, and which was abolished two years afterwards, because it produced too many seamen!

We admit that here is a great evil. So long as adventurers from all the world fill our marine, military and mercantile, we cannot expect that Americans will seek the service. And the evil is serious to both the military and mercantile marine. The British Government have not surrendered the claim to impressment, and in case of war with the rest of maritime Europe, would exercise it. And we can easily imagine, from experience of the system of outrage in asserting this claim, that would be exercised by the commanders of British cruisers upon our commerce. They would impress seamen of all other nations, not only for being Englishmen, but for not being Americans, and hence would steal Germans, Danes, Swedes, Russians, Frenchmen, Spaniards, and others, as ready as our own countrymen. It is needless to say that we should not submit to this. The British Government would meet us with the declaration that *they* could not relinquish their claim over their own subjects, it involving their national existence. Therefore the result would be war.

From the N. Y. Herald, Jan. 7th, 1845.

SCHOOL FOR SEAMEN.—ITS ADVANTAGES TO THE COUNTRY.—With the startling facts staring us in the face, that less than one-fourth of the seamen on board American ships are natives, it is strange that no powerful effort is made to bring into service the thousands who are eagerly seeking employment on these seas. In the last few days we have examined into the system of naval schools as introduced by Thomas Goin, of this city, and are constrained to look upon it as the one necessary for this country; in correcting the evil of a scarcity of native sailors in our service.

There are now in existence only 8,250 native, and 200 naturalized seamen in the United States. This number embraces every sailor afloat or ashore, who can claim a birthright or any other right to America. Against this small number our navy gives employment to 7,000 seamen; our whale ships to 17,000; and our merchant ships to 20,000; making a total of 44,000. We have here at a glance the lamentable fact, that our ships are manned by four-fifths foreigners, thus placing our whole national and mercantile marine entirely in their power in the event of a war. In case of any collision with England, we must depend wholly on "green hands" from the interior, and upon the Swedes, and all others but the English seamen now in our service. In this view a war between this country and England would be a sad one for the three or four first years, or until enough of "green hands" become whipped into "ordinary seamen." Would it not be better in this aspect of the case, to whip the "green 'uns" into nautical knowledge before a war set in, by establishing naval schools at this port, Boston, Norfolk, and New Orleans? Would it not better to do this now, when there are so many mechanics' and farmers' sons ready to become sailors—*anxious, indeed, to buffit the mighty ocean?*

The naval school system, such as we have spoken of, was first thought of by an American, whose whole life has been spent among seamen, and who is, therefore, thoroughly acquainted with the wants of Americans in this respect. This system was adopted here four or five years since, and found to work admirably—so well, in fact, that it was abandoned in two years after its organization, by a few old commodores, because it did not originate with them. It has been, however, introduced in France on the plan suggested by Mr. Goin, who was on a visit to that country a year or two ago, and the schools at Bordeaux have now nearly two thousand pupils.

We state these facts in order to stimulate Congress to move in the matter.

THE Naval Apprenticeship System having been thus tried, and found to succeed so admirably, the next question for consideration is, to whom shall be awarded the merit of originating this most invaluable system. And in reply to this, we unhesitatingly say—Mr. THOMAS GOIN, of the city of New York.

Nor does this assertion rest upon mere hearsay, or the *ipse dixit* of one or two persons. We have taken the pains to make full and thorough inquiries in

relation to this matter. We have asked those who have known Mr. Goin from boyhood—ship masters—ship owners—captains of vessels, merchants, editors of newspapers, officers in the Navy, and every other class of persons who would be likely to possess any information on the subject. And the individual and united testimony of all of them is, that Mr. Goin is the first person whom they ever heard speak of the Naval School and Apprenticeship System—that the system originated in this country with him, and that he alone is entitled to the entire credit of the same. Our own experience in this matter corresponds with this statement. Thirteen years ago we first became acquainted with Mr. Goin, and at that time he detailed to us the very plan for a Naval Apprenticeship School, that he has ever since endeavored to have perfected. From that time to the present hour we have watched his career closely, and his exertions on this subject have been to an extraordinary degree arduous, and unremitting; we know of numerous journeys that he has made to Washington City with this sole object; to induce Congress to pass a law for establishing the Naval School Apprenticeship System. We know of large sums of money that he has laid out in an honorable and legitimate manner in order to effect the same object; in printing pamphlets, employing clerks, &c. to copy documents, in advertisements, &c., and various other appropriate means to disseminate useful and correct information on the subject of the Naval School.

Every other person with whom we have conversed on this matter, and to whom we have just referred, also bear testimony to the unceasing and arduous exertions of Mr. Goin to bring the Naval Apprenticeship system to perfection, from the first hour that he breathed the subject to them.

But fortunately these facts do not rest on this mere statement of them. We have in our possession a vast number of letters, affidavits and documents, bearing upon this subject, which we shall here insert for the purpose of proving what we have just stated on the subject of the Naval School System in this country, originating with Mr. Goin. And it will be seen that some of these documents go so far back as 1819, as the date when Mr. Goin first broached the subject to the writers of the same.

The first document of the nature that we shall insert will be the letter of W. PAXTON HALLETT, Esq., Clerk of the Supreme Court of the State of New York. Mr. Hallett and Mr. Goin were partners in business in the shipping of seamen for our mercantile ships, and were also Notaries public; their partnership commenced in 1819, and they, for a long time, were distinguished as the leading house in the business, and were highly esteemed and well known by all our leading merchants. In 1832, Mr. Hallett retired from the business, and Mr. Goin now composes one of the firm of the well known and universally esteemed house of Goin, Poole and Pentz, New York.

Mr. Hallett's letter written in 1840, states that as early as 1819, Mr. Goin broached to him the subject of the Naval School System, with his earnest desire to see it carried into effect. Here is his statement:

New York, 21st April, 1840.

THOMAS GOIN, Esq.

DEAR SIR:—in compliance with your request, I have no hesitation in saying, that ever since I have had the pleasure of being acquainted with you, a period of about twenty years, your mind has been actively engaged on the subject of apprentices for the Navy, and a Naval School. Our connexion in business which commenced in 1819 or 1820, enables me to speak confidently on the subject, even at that early period. My business at that time, of Notary, brought to your view the miserable state of our mercantile and naval marine, and our dependance on foreign seamen to man our ships of war, and the plans which we then discussed were similar to those you afterwards presented to the Secretary of the Navy, and finally to Congress. I cannot say whether you at that early period made any publications in

the daily papers—but as far as paternity goes, I have no hesitation in saying that you are fully entitled to the merit of being the father and founder of the Naval School.

Very Respectfully yours,

(Signed) W. P. HALLETT.

This is pretty conclusive as to priority of date in originating the plan in the United States; and indeed in the whole course of our extensive researches on this subject and conversations with numerous persons in relation thereto, we never met with but one person who doubted that the paternity was due to Mr. Goin; and he awarded it to a person, who, we learned on inquiry, first gained all he knew on the subject from *Mr. Goin himself*! As to what Mr. Hallett says about publishing information through the papers, although we have not had time to make the necessary research, we have no doubt that newspaper publications were then made on the subject from Mr. Goin's statements; for it will be seen from subsequent letters that he has been in the habit of conversing with every one on the subject, for the last 25 years, whom he thought likely to spread the information and advance the project.

Here is an affidavit from Capt. Monroe, who testifies to Mr. Goin's naming the subject to him, at least 23 years ago:—

Affidavit of JOSEPH S. MONROE.

New York, June 12, 1840.

Having been called upon by Mr. Thomas Goin to give my opinion as near as possible, at what time I heard him first suggest the propriety of a naval school, similar to the West Point army school, I answer, my first acquaintance with Mr. Goin was about the year 1818, and I think about the year 1821 or '22, in a conversation with him about the difficulty of procuring American seamen, he remarked to me that the difficulty could be easily remedied by requiring every American vessel to take apprentices on board, and to establish a naval school, similar to the West Point army school. I have frequently since heard him express the same opinion, and to his indefatigable perseverance, at the cost of much time and money, has he at last succeeded, through the Representatives of the people in Congress, to witness that which he has so long and so nobly contended for.

(Signed)

J. S. MUNRO.

Sworn to before me by Joseph S. Monroe, this 15th day of June, 1840.

A. B. NEILSON, Public Notary.

This is not only clear as to the paternity, but also proves that to Mr. Goin's exertions the plan was sanctioned after great difficulty by Congress, and put in successful operation.

Captain Munro is a highly respectable man, and was for many years captain in the Charleston trade.

Next follows an affidavit from Captain Crane, a wealthy and retired ship-master, and now commissioner of pilots. This letter deserves attention, as it shows the discouragements that Mr. Goin had to labor under, and the "cold water" that even sensible men at that time threw on the laudable project.

Affidavit of JOHN R. CRANE.

NEW YORK, June 12, 1840.

To all to whom it may concern,—This may certify that I, John R. Crane, ship master, now Commissioner of Pilots, having commanded a packet ship out of the port of New York for twenty years, and since been in other ships and steam-ships in the European trade; have known Thomas Goin for about twenty-five years. And in the year 1822 I commanded the packet ship *Amelia*, in the Charleston trade. In that year Mr. Goin spoke to me about a Naval School for boys, and what was my opinion? I told him the thing would be rather difficult; that it would cost a great deal of time, trouble and expense. Well said he I know that, but I am determined to "go ahead." Well, said I, I wish you well, but I think that Congress ought to pass a law to make all vessels take apprentices, and I hope they will do it yet, for there are plenty of boys running the streets to form a navy of themselves, much better than sending them to the House of Refuge.

(Signed.)

JOHN R. CRANE.

Sworn to this day, 17th June, 1840, before me
Wm. O. BRINE, Notary Public.

And truly, as he there expressed himself twenty-three years ago, Mr. Goin has literally "gone ahead" in this matter, and is going ahead on the subject at this hour, and the "time, trouble, and expense" spoken of prophetically by Capt. Crane have all been most nobly sustained and incurred by Mr. Goin, without the slightest assistance, complaint, or faltering in his truly noble career.

We next have a very clear and emphatic affidavit from Captain Dickinson one of our most intelligent and respectable ship-masters.

Affidavit of JEREMIAH I. DICKINSON.

UNITED STATES OF AMERICA,

State of New York, ss.

By this public instrument be it known, to all whom the same doth or may in any wise L. S. concern, that I, William Poole, a Public Notary in and for the State of New-York, by letters patent, under the great seal of the said state, duly commissioned and sworn, dwelling in the city of New York, do hereby certify, that on the day of the date hereof, personally appeared before me, Jeremiah J. Dickinson, of the city of New York, for many years a shipmaster out of this port, at present an inspector in an insurance company, who being duly sworn, doth depose and say, that he has known Thomas Goin since the year 1819, and that as far back as the year 1822 or '23, he communicated to the deponent his plan of a naval school, for the instruction of boys in seamanship and navigation, and bringing up sailors for the naval and commercial marine, since which the said Goin has steadily pursued his views to their accomplishment, and the deponent veily believes that to the said Thomas Goin, and to no other, is the country indebted for the organization and establishment of the Naval Apprentices system.

JEREMIAH J. DICKINSON.

In testimony whereof, I have subscribed my name, and caused my notarial seal of office to be hereunto affixed, the 19th day of June, in the year of our Lord one thousand eight hundred and forty.

WM. POOLE, *Notary Public.*

This also carries back the paternity for twenty-three years, at least, to Mr. Goin; and the testimony of Captain Dickinson is entitled to great weight, as he has always been very anxious to see the school system established, and has watched all the movements on the subject. Captain Dickinson is at this time a Vice-President of the old, wealthy and respectable "Society of Shipmasters" of the city of New York.

The following affidavit of Mr. Burdett also confirms the statement of Captain Dickinson:

Affidavit of JACOB BURDETT.

New York, 3d June, 1840.

MR. THOMAS GOIN.

Dear Sir,—In 1822, '23, when fitting out the ship *Amphion* for a voyage to Buenos Ayres, I became acquainted with you, and in the course of conversation on the subject of shipping men, and the scarcity of sailors at that time, you then suggested your plan of a naval school, which appeared to me, if carried into effect, would be of great benefit, not only to our navy, but also to the merchant service.

Very respectfully, yours, &c.

JACOB BURDETT.

Sworn to before WM. T. CLARK, *Notary Public.*

Mr. Burdett was for many years a merchant in the London trade.

This proves further, that to consignees, merchants, as well as shipmasters, owners, &c., Mr. Goin never let slip an opportunity to enlist friends in behalf of his favorite plan.

We have next an affidavit of Captain Hoxie, of the old Black Ball line of Liverpool packets:

Affidavit of WILLIAM E. HOXIE.

UNITED STATES OF AMERICA,

State of New York, ss.

By this public instrument be it known to all whom the same doth or may in any L. S. wise concern, that I, William Poole, a Public Notary in and for the State of New York, by Letters Patent, under the Great Seal of the said State, duly commissioned and sworn, dwelling in the city of New-York, do hereby certify, that on the day of the date

hereof, personally came and appeared before me Captain William E. Hoxie, gentleman, and for many years commander of packet ships of New York, who being duly sworn, doth depose and say that he is well acquainted with Thomas Goin, of New York; that from the commencement of his acquaintance with said Goin, embracing a period of twenty years, he has heard said Goin speak of the utility of the establishment of naval schools, for the education of boys in seamanship and navigation. That deponent has witnessed with pleasure the exertions of said Goin to have schools of that description established, and deponent further saith that he firmly and truly believes said Goin was the projector of the naval school system, and that the establishment thereof originated solely through the unremitting exertions of said Goin.

WM. E. HOXIE.

In testimony whereof, I have subscribed my name, and caused my notarial seal of office to be hereunto affixed, the 7th day of June, in the year of our Lord one thousand eight hundred and forty.

WM. POOLE, Not. Pub.

Surely this affidavit is conclusive as to the early period at which Mr. Goin broached the subject of Naval Schools, to numbers of the most intelligent and influential men in the City; and not only so, but that he has continued for twenty years to exert himself by every means in his power to procure the permanent and efficient establishment of these Schools and of the apprenticeship system for manning *all* our men of war with none but American born seamen.

The next affidavit is from Capt. Drew, a gentleman who was a celebrated shipmaster for Peter Harmony & Co.

Affidavit of EZRA DREW.

At the request of Thomas Goin for me to state how long I have known him, and at what time I have heard him suggest the necessity of apprenticeship and naval school system, I have to say that I have known him for eighteen years last past, and at the commencement of our acquaintance he often expressed a wish to see a naval school established, and a law compelling merchant vessels to take apprentices, and since our acquaintance has used every exertion to effect the same, which I am well knowing to. I have been a shipmaster eighteen years from this port.

EZRA DREW.

Sworn to the 12th day of June, 1840, before

S. C. WILLIAMS, *Notary Public.*

Here we have affidavits running through the periods of twenty-five years, twenty-four years, twenty-two years, twenty years, and eighteen years, as the period at which the various subscribers first heard Mr. Goin mention his plan of a naval school for apprentice boys, and ever since which dates they have known him to labor continuously and most energetically to accomplish the truly great and noble object which he had in view.

We have also an affidavit from Mr. Ralph Hall, a gentleman who is a highly respectable, wealthy, and retired merchant, residing in Franklin Square, and who has known Mr. Goin from boyhood; he also testifies that before Mr. G. arrived at man's estate—before he could have been twenty years of age, he started the idea of a Naval School in this country.

Affidavit of RALPH HALL.

City and County of New York ss.

Ralph Hall, of said city, being duly sworn, doth depose and say that he has been well acquainted with Thos. Goin from his boyhood, say for twenty-four years last past. That this deponent was first attracted to the particularly favorable interest of the said Thomas from his commencing the business of a waterman at so youthful an age and size, and from the fact that many of the boatmen of greater size and years, endeavored to rival the youth in the enterprise and industry as a waterman. This deponent often advised and encouraged the youth in his apparent industry and frugality, and still recollects what apparent pride and joy the said Thomas manifested when he informed this deponent that he had saved almost money enough to buy a boat of his own. And this deponent further saith that about twenty years since the said Thomas often conversed with this deponent on the subject of collecting all the unemployed and unprotected boys who are daily strolling the streets of New York, and establish a Naval School, in the meritorious object of which this deponent felt much interest, and encouraged the said Thomas from a knowledge of the fact that many hundred boys were daily strolling the streets unprotected, and leading a life that would inevitably lead to ruin. This deponent often encouraged the youth in the laudable

enterprise, although he was frequently laughed at and ridiculed for his folly in attempting to establish a Naval School. And this deponent has no hesitation in saying that he verily believes that the first idea of establishing a Naval School, which has been matured, originated with the said Thomas and through much of his zeal brought to perfection.

RALPH HALL.

Sworn before me this 15th day of June, 1840.

MORIS FRANKLIN, Not'y Pub.

Here again we see the difficulties under which Mr. Goin, then a mere youth, had to labor in introducing this subject and the opposition and ridicule he had to encounter ; as well as the consistency and energy of his exertions in behalf of his favorite project from his boyhood up to this day.

But we have further been kindly furnished with a very important letter from that highly esteemed and universally respected citizen of New York, Jonathan Thompson, Esq., formerly collector of this port under John Quincy Adams, addressed to Moses H. Grinnell, Esq., late member of Congress for this City :—

TO THE HON. MOSES H. GRINNELL.

New-York, May 9th, 1840.

Sir—At the request of Mr. Thomas Goin, of this city, I beg leave to state, that many years since, while I was Collector of the Customs of this port, he called on me at the custom house, and requested my opinion in relation to the establishment of a naval school at this port, for the purpose of training boys (who might not otherwise become useful citizens) not only in common education, but in naval knowledge and discipline. And as our country was then but recently relieved from a war with Great Britain, brought on by impressment of our seamen, the subject at once became of great national importance to me. I approved of the proposition, and added that other like schools should be extended to the mercantile marine. I continue still of the same opinion, for many good and sufficient reasons.

I remain, very respectfully, your obedient,

JONATHAN THOMPSON.

Mr. Adams was elected President of the United States in 1824, and Mr. Thompson's appointment took place over twenty years ago ; and like the whole of his conduct his letter is manly, honest, sincere and straightforward ; and shows satisfactorily the great credit due to Mr. Goin in the whole of this matter.

Another strong affidavit comes from Mr. Bergen, well known as a most efficient officer connected with our Marine Insurance Service.

City and County of New York, ss.

I, James Bergen, of New-York, an Insurance Broker and Public Notary, do declare and say, that I have heard of the projects for a United States naval school for the last seventeen years. I first heard of it from Mr. Thomas Goin in the month of April or March, in the year 1823. I know it was previous to the first of May, 1823, for on that day I went to reside in Boston, which had previously been my place of residence. I was young at the time, and took a good deal of interest in what Mr. Goin said and urged on the subject. He advocated it as a measure in which he felt great interest, and seemed familiar with the subject in all its bearings, and spoke of it as a measure which he had tried to urge upon Congress, (meaning thereby, members of Congress ;) and was urging, from that time up to 1831, when I returned to New York. I heard repeatedly of the zealous efforts of Mr. Goin, as to the establishment of a naval school. Having been sixteen years in marine insurance business, I have continued to be familiar with the subject of a naval school, and for the last five years have almost daily had occasion to witness the zealousness of Mr. Goin in behalf of the naval school. I have personal knowledge of his having expended largely from his private funds for the furtherance of his object ; and I know that his pecuniary sacrifices must be great, beside the loss of much valuable time. On one occasion, within the last four years, I met him in Washington city, and he asked my aid to assist him before the Vice-President of the United States, and with the commissioners of the navy and with the committee of naval affairs, and I gave him all the aid I could. We got a letter from the Vice-President to the navy commissioners, favoring Mr. Goin's project, and I went with him to the office of the navy commissioners to deliver it. We there saw Commodore Chauncey, to whom the letter was delivered. He, Commodore Chauncey, read the letter, and I made some remarks as to the project which Mr. Goin supported with much energy. Captain Perry, of the United

States navy, was present. A general conversation on the subject of a naval school ensued, in which Captain Perry took part. Both Commodore Chauncey and Captain Perry agreed to the necessity for such a school, and agreed with Mr. Goin and myself as to its advantages, but in my opinion neither displayed the warmth in favor of the project which we had expected; and on the contrary, Captain Perry said it was useless to try to get any such law passed; it could not be done—was hopeless—or words to that effect. I recollect well that I became very much of his opinion, from the fact, that he as an experienced officer, had so little faith in the success of Mr. Goin's attempt. But Mr. Goin said emphatically, on leaving the office of the commissioners, "*the bill shall pass.*" The impression made upon my mind by what Captain Perry said, was the more enduring, from the fact that I had imbibed the opinion that he was favorable to the project, and yet gave no hope that Congress would ever pass the law which Mr. Goin so anxiously desired.

JAMES BERGEN.

Sworn before me this 15th day of May, A. D. 1840.

WM. BRIEN, Notary Public.

This affidavit of a gentleman like Mr. Bergen, so thoroughly conversant with all the details and the importance of the subject carries great weight with it. And his testimony is clear and convincing that for the last seventeen years the exertions of Mr. Goin have been most arduous and unremitting in behalf of the Naval School System the plan of which he originated. Here we have also the proof that both Com. Chauncey and Capt. Perry conceived the task a hopeless and useless one of trying to get Congress to pass a law to carry it out. These facts, taken in connection with other matters that may be alluded to hereafter and elsewhere, will be found to be highly important and significant.

The next affidavit is from Mr. James H. Dill, one of our most intelligent and respectable Notaries public, who has had ample means of information on the subject:—

State and City of New York, ss:

I, James H. Dill, a Public Notary, in and for the State of New York, duly commissioned and sworn, do hereby certify.

That for more than twenty years, I pursued the nautical profession, and have had great opportunities to become intimately acquainted with the wants of the naval and merchants service of this country, and unhesitatingly say, that I consider the effort originated and prosecuted to final consummation by Mr. Thomas Goin, of this city, naturally calculated to remove many of the difficulties formerly experienced in manning our naval and merchant ships, but peculiarly adopted to rescue multitudes of the degraded youth of our land, from the dark paths of vice and crime, and to place them in situations calculated to train them for not only usefulness and respectability, but of honor and meritorious rewards.

And I further certify that, having been acquainted with Mr. Goin from early youth, that I am well persuaded that the plan of a naval school system, not only originated, but then long years of toil and great sacrifice of his private interest, nor prosecuted with a zeal worthy of the great and noble objects which it contemplated, and which already causes the hearts of the widow and fatherless to rejoice. And I further certify, that I was in this city in 1834-5, when a model school ship, constructed under the direction of Mr. Goin, were publicly exhibited in this city, and do verily believe that the expenditure from, and the sacrifices to his private and pecuniary interests, while prosecuting the foregoing objects, must have amounted to several thousand dollars.

In testimony whereof, I have hereunto set my hand and seal of office, at New York, this 7th of March, 1842.

J. H. DILL, Notary Public.

This is another proof not only that Mr. Goin is entitled to the credit of originating the plan, but that he has freely expended his time, his money, and his energies to accomplish his most laudable object. And having thus clearly and completely proved the positions we laid down in behalf of Mr. Goin, we do not deem it necessary to introduce any more affidavits on this point. We will however, here, insert a short letter from Mr. J. J. Boyd, one of our most respectable shipping merchants, to show that during the last ten years the exertions of Mr. Goin have still been directed to the same object.

New York, January 7th, 1842.

DEAR SIR,—I have a very distinct recollection of a conversation with you in the month

of April, 1834, in which you warmly advocated the establishment of naval schools, and suggested their establishment upon the plan since adopted. From that period I know you to have been zealously engaged in promoting the success of your plan.

With much regard, I am, dear sir, your friend,

J. J. BOYD.

THOMAS GOIN, Esq.

We cannot do better at this stage of our remarks, than to insert here the following six letters (selected from a multitude of similar ones) all from various members of Congress, testifying to the originating of the plan of a Naval School by Mr. Goin, to his exertions in behalf of the same—to his visit to Washington City with that object, as well as to the efforts by which he urged the matter on the attention of members of Congress, and his endeavors then and there to get a law passed to carry the Naval School System into effect. We insert them simply in the order of their dates.

New York, 31st July, 1839.

DEAR SIR,—Agreeable to your request I take pleasure in stating, that the first communication I had on the subject of a naval school, or naval apprentices' school, connected with a home squadron for discipline, was received from you, and my impression is that the plan originated with you.

Very respectfully yours,

C. C. CAMBRELENG.

THOMAS GOIN, Esq.

New York, August 6th, 1839.

DEAR SIR—The first knowledge I had of any proposition for a school ship, was from a conversation held with you a short time previous to my departure from this city for Washington, in the year 1836. In the month of January, 1837, I presented to the House of Representatives a petition from the merchants of this city, praying for the establishment of a school ship at this port. This document was received by me from you, and to you, I believe, the whole credit of the project is justly due.

With respect, I remain your obedient servant,

JOHN McKEON.

THOMAS GOIN, Esq.

New York, August 19th, 1839.

DEAR SIR,—In the winter of 1837, at your request, I called up the memorial relative to the "Home Squadron and Naval School," in the committee of naval affairs, and, if I recollect right, they made a favorable report on the subject. You were the first individual that ever named the subject to me, and it affords me pleasure to bear testimony to your active exertions in behalf of the project above referred to.

Yours, very respectfully.

ELY MOORE.

THOMAS GOIN, Esq.

NEW YORK, 28th December, 1841.

DEAR SIR,—It gives me much pleasure to state, that while I was in Congress, and for many years before I left it, your efforts were zealous and persevering for the establishment of a practical school, by means of a naval coasting squadron—that I made many applications for you to different secretaries of the navy, and presented your memorial, praying for the establishment of such a naval school at different sessions of Congress. The honor and credit of the success of the plan are certainly, justly yours, as the person who suggested it and followed up the suggestion by persevering efforts.

Very respectfully and truly,

C. C. CAMBRELENG.

THOS. GOIN, Esq.

New York, Dec. 17th, 1842

SIR,—When I was a member of the Committee of Naval Affairs in the House of Representatives in 1832-'3, I well recollect your generous and disinterested efforts, for the establishment of a Naval School; and the untiring zeal which you manifested for its accomplishment. I have therefore very great pleasure in giving my feeble testimony in your behalf, as well as in expressing my conviction that you have strong claims upon your country for its final success and establishment.

With much respect,

Your obedient servant.

CAMPBELL P. WHITE.

THOMAS GOIN, Esq.

Washington, January 30th, 1845.

Dear Sir,—I very cheerfully comply with the request contained in your letter of the 28th instant. No man in the country, whatever may be his station, has labored more assiduously or contributed in a greater degree to arouse the public mind to the importance of the permanent establishment of a naval school, viewed in its connection with the formation of a naval and commercial marine for our country, strictly American in its character. That the work, which you contemplate issuing, will show this to the public as clearly as it is known to me, I have no question.

Very truly, yours,
W. B. MACLAY.

TO THOMAS GOIN, Esq.

We have also selected letters from three leading editors in the City, all testifying to the same effect; and as these gentlemen have had, from the very nature of their position in society and occupation, the most ample means of obtaining information on the subject, their testimony is entitled to very great weight:—

New York, March 18, 1842.

Dear Sir,—I take much pleasure in giving you the benefit of my testimony, respecting your exertions in behalf of the naval school system. I indistinctly recollect that for many years you have devoted much of your valuable time and attention towards the establishment of a naval school or apprenticeship system, for the education of boys for the naval service. In fact, I never knew a person in any matter to be so zealous, so persevering, and so energetic as you have been in urging upon the government the necessity of establishing naval schools. And I verily believe that you, and to you only is the country indebted for their establishment; and I know of no other person as being the originator or projector of the same. In the year 1833, I published, at your request, in the *Mercantile Advertiser*, (of which paper I was the editor) a memorial to Congress, praying the establishment of naval schools, and you then displayed great zeal and activity in procuring our merchants to subscribe their names to the petition. I also recollect that a number of articles were published in my paper relating to the subject, all of which were printed at your request, and that upon one occasion, when some remarks had been made upon the necessity of establishing naval schools, a large number of extra copies were ordered to be printed by you, and at your expense, and your having them sent to the different members of Congress. This article appeared in the month of February, 1837; and the bill for enlisting boys passed both both Houses of Congress, in the month of March following. You, several years since, had a miniature school ship, built under your superintendence, and had the same exhibited at the New York Merchants Exchange, in order to attract the attention of the public to the subject.

I remain, dear Sir,
Your obedient servant,
AMOS BUTLER.

TO THOMAS GOIN, Esq.

New York Daily Express, 22d March, 1842.

This is to certify that I have been engaged in the editorial department of the *Express* and *Daily Advertiser* for the last twenty-five years. That as early as 1832, Mr. Thomas Goin was active in getting up a naval school; that he sought, by urging myself, and others connected with the press, to enlighten the public on the subject; that I frequently did publish articles at his request; that he placed a model of a ship in the Exchange to illustrate his plan. For years and years he was devoted to the project, and I never knew any other person to interest themselves to any extent in the matter. I believe him to be the sole originator of the school, and that he did by his efforts cause it to be established. The credit of being the originator of the plan belongs, in my opinion, exclusively to him.

WM. B. TOWNSEND.

New York, 25th March, 1842.

MR. THOMAS GOIN.

Dear Sir,—I am very happy to say to you that I have known you several years past; that you have always been the most active and persevering supporter of the naval school system, and that to your exertions through the press and in person, you contributed your whole soul and energies in procuring its establishment by Congress. You deserve the thanks of the country for your exertions in that business.

I am, dear sir, yours truly,
JAMES G. BENNET.

The following letter from Mr. Hallett, the well-known and long esteemed Clerk of the Supreme Court of this State, has also reference to the same details —:

New York, February 3, 1842.

THOMAS GOIN, Esq.

Dear Sir,—I take pleasure of informing you, that during the year 1833, I accompanied you to Washington for the purpose of urging upon the attention of the different heads of the department, and of members of Congress, the necessity of establishing naval schools for the education of boys for the naval service. I distinctly recollect that you had letters from several distinguished gentlemen, urging the matter upon the serious attention of Congress. I also recollect that you afterwards, and I believe prior to that year, (1833,) made many journeys to Washington upon the same business; and from my own personal observation I know that your efforts in behalf of the naval school, or apprenticeship system, have been of the most persevering character for the last twenty-three years, and I am satisfied that you are the originator, and the only person to whom we are indebted for the success which has attended your efforts.

Respectfully, your obedient servant,

W. P. HALLETT.

Three more letters from the Hon. Mr. Woodbury, former Secretary of the Treasury, Hon. Richard M. Johnson, Ex-vice President of the United States, and the Hon. Martin Van Buren, Ex-president of the United States, all bearing clear, emphatic and unequivocal testimony to the same point, enable us to close this part of our arguments most satisfactorily and triumphantly.

Senate Chamber, 8th December, 1842.

Dear Sir,—I am happy to state, in reply to yours of the 2d inst., that your zeal and perseverance in favor of a naval school for boys, have long been known to me.

I rejoice at your success, and hope that still greater prosperity may, ere long, crown your efforts. The public, as well as the individuals rescued by your system from idleness and want, if not crime, will owe you a lasting debt of gratitude.

Respectfully,

LEVI WOODBURY.

To THOMAS GOIN, Esq.

White Sulphur, Ky., 14th Dec. 1841.

Dear Sir,—I request you to accept my thanks for the interesting pamphlet respecting the Home Squadron and Naval Schools, in which last institution you have taken a part so useful and distinguished.

I remember well your constant exertions in favor of naval schools so valuable to our country, while I was the presiding officer of the Senate. I cannot speak too highly of your valuable services in this respect, and you deserve every consideration which your country can properly bestow, for your time and money expended and your services.

Most respectfully,

RICHARD M. JOHNSON.

THOMAS GOIN, Esq.

Kinderhook, December 10th, 1841.

Dear Sir,—I have received your letter, and with great pleasure, bear my testimony to your unremitted exertions for the establishment of our naval apprenticeship and school system.

Your efforts in support of that important measure, were, during the whole of the administration of the federal government, of which I was the head, of the most energetic, and, as I had every reason to believe, of the most disinterested character; and it is, in my opinion, no more than justice to you to say, that to you, more than to any other individuals, are we indebted for the success which has attended it.

I am, Sir, very respectfully,

Your friend, and obedient servant

M. VAN BUREN.

To THOMAS GOIN, Esq.

As we said before we could insert many more letters to the same purport but having here given as many in number as there are letters in the alphabet, we must think that any one who is not convinced after reading these "would not believe though one were raised from the dead!"

We have now to insert the proceedings taken by the cities of New York, Charleston, Brooklyn, &c., in relation to this matter, and particularly to Mr. Goin's connection therewith, and to his valuable exertions for the furtherance of the same:

The first is from the city of New York, with the signature of Mr. Purdy as acting Mayor, Robert H. Morris, Esq., the Mayor, being out of town.

Common Council, City of New York.

Resolved, That the Common Council of the city of New York entertain a grateful sense of the exertions of Mr. Thomas Goin, in bringing into successful operation the Home Squadron and Naval School System, as a branch of the naval establishment of our country, and that in the full confidence that that system is not merely replete with advantage to our naval defence, but must necessarily be an important stimulant to the ambition of a large body of the youth of our country, this Common Council respectfully recommend it to the favorable consideration and fostering care of the general government.

Resolved, That the Clerk of the Common Council furnish a copy of the preceding and of this resolution to Mr. Goin, authenticated by the seal of the city.

Adopted by the Board of Aldermen, January 25, 1841.

Do. do. of Assistants, February 1st, 1841.

Approved by the Mayor, Feb. 4th, 1841.

(SS.)

SAMUEL J. WILLIS, Clerk of Council.

ELIJAH F. PURDY, Acting Mayor.

The next is from the city of Charleston :—

State of South Carolina, City of Charleston, ss.

Council Chambers, July 6th, 1841.

Alderman Freeman, from the committee to which was referred a communication from Thomas Goin, containing a pamphlet entitled, Remarks on the Naval School, and other documents in relation to the said school,

Report that it appears from the papers referred to them, that Mr. Thomas Goin has been principally instrumental in exciting the attention of the public and the general government to the establishment of a naval school. That it seems to be universally admitted that such school will be a valuable aid to the naval force of the country—that highly important branch of national defence. That we have had evidence of the usefulness of the school in the number of pupils who have been taken into the school from our orphan house, who we hope may thus be made useful to their country, and be prepared to provide honorably for their own support.

The Committee further recommend, that a certified copy of this report, with the seal of the city affixed, be furnished to Mr. Goin.

Concurred in from the minutes,

SS.

JOHN R. RODGERS, Clerk of Council.

JACOB F. MINTRYING, Mayor.

The next is from the City of Brooklyn, New York :—

At a meeting of the Common Council of the City of Brooklyn : held June 21st 1841, the following Report and Resolution were adopted, viz:

That the great value and importance of this Naval School System, as a branch of our National defence as well as its great moral effect upon a portion of the youth of our country, has been universally acknowledged.

In relation to this subject with which Mr. Goin has been connected we would beg leave to offer the following resolution.

Resolved, that Thomas Goin, Esq., for his unwearied exertions, for a long series of years in the cause of the Home Squadron and Naval School System of the United States, is entitled to the applause and gratitude of his countrymen ; and to the warmest thanks and approbation of the authorities of his native city of Brooklyn.

Resolved, that the Clerk of the Common Council, be directed to transmit to Mr. Goin a copy of the above report and resolution.

I certify the foregoing to be a true copy.

(SS.)

ABRM. VAN NOSTRAND.

Clerk of the Common Council.

THOS. GOIN, Esq., New York.

We next insert two letters in the respective order of their dates, testifying through a series of many years as to Mr. Goin's excellent general character, capacity, tact, enterprise, and admirable business habits, &c.

BROOKLYN, July 11, 1840.

Dear Sir,—At a meeting of the Committee of Arrangements for celebrating the fourth of July, a vote of thanks was unanimously passed you, for your patriotic co-operation in their wishes and feelings, and for the distinguished assistance they derived from your personal supervision, &c. I was empowered to carry to you, sir, the embodiment of that resolution, and to express to you, the pleasure which they received from your

influence and aid. I might dilate upon the indebtedness of our country for your philanthropic efforts which the committee expressed and admitted, but this is common fame, and too well known to receive eulogy at their hands.

I remain, dear sir, with consideration, yours, &c.

THOMAS GOIN, Esq.

F. R. HULBERT. Sec. Com. of Arrangements.

Mayors Office, 7th June, 1843.

To The Hon JOHN M. SCOTT, Mayor of the city Philadelphia.

My Dear Sir,—Permit me to introduce to you the bearer, MR. THOMAS GOIN of this city, who is the father of the present Apprenticeship system in the Naval Service of the United States. His object is to get some testimonial from your city authorities, approving of his efforts in that public benefit. Mr. G. has received from this city the approbation of our city government as also that of the government of many of the other cities of the Union.

Of Mr. G. personally, I speak in warm terms of commendation—he is a warm hearted, intelligent, humane and worthy Citizen.

Respectfully Yours &c.

ROBERT H. MORRIS.

And here we only repeat our former statement, that if more or stronger testimony was wanting on this, or any other point in the pamphlet, we have abundance left to exhibit at a future time.

Before we conclude, it will be proper on various accounts to insert here a memorial recently drawn up and signed by the leading merchants and officers of the Insurance Companies of the city of New York, to show their opinions and feelings, and desires upon the subject of Mr. Goin's plan for a naval apprenticeship school system *at the present time!* Because it has been said by some, that these parties are lukewarm on the subject. We think the following is a full contradiction to any such assertion.

(MEMORIAL.)

To the Senate and House of Representatives in Congress assembled :—

The memorial of the undersigned officers and others, connected with Marine Insurance Companies of the city of New York, respectfully represent, That some years since, Thomas Goin, Esq., of the said city, in connection with many of the subscribers to this memorial, petitioned Congress for the establishment of "Naval Schools," for the education of Boys for the Naval and Merchant Service of the United States; and that in consequence thereof, a bill was introduced in Congress, and passed March second, one thousand eight hundred and thirty-seven, which authorized the enlistment of boys for said service. And your memorialists further shew, that the object had in view, by the passage of said law, was for the especial purpose of increasing the number of American seamen, and thereby overcome the great disparity of foreign seamen, which then, as now, exists to an alarming extent in our *Naval and Mercantile Marine*.

Your memorialists would further set forth, That they are informed and believe, that for a short period after the passage of the law referred to above, a large number of boys were enlisted, agreeably to its provisions, and the system found to work well. And from the rapid manner in which the boys were recruited, it was reasonably expected that the period was not far distant when the gratifying spectacle would be exhibited of our naval, as well as our merchant ships, being manned chiefly, if not exclusively, by American seamen, arising from the operation of said law.

And your memorialists would further shew, that for some time past, but little, if any, encouragement has been given to the "Naval Apprenticeship System," as it has been denominated. And your memorialists would therefore respectfully suggest to your honorable body, the passage of a law authorizing the enlistment of at least 5000 American boys for the United States naval service, in order the more successfully to carry out the objects contemplated by the passage of the law, of March 2d, 1837. And your memorialists would also set forth, that the advantages which would result to the U. States naval service, in a few years, from the infusion of this number of American seamen into our Navy, would be in the highest degree beneficial to the country at large, and place that right arm of the national defence in a position which would give greater security to the country in time of war, and advance the public interests in time of peace, and would also be the means eventually of furnishing our merchant ships with men born on our *own soil*, and under our own flag. And your memorialists would further shew, that

the apprentices could be most usefully employed on board the different vessels of the United States Navy, composing "the Home Squadron," or on board of such other vessels as your honorable body may direct.

OFFICERS OF INSURANCE COMPANIES.

WALTER R. JONES, President of the Atlantic Mutual Insurance Company, New York.

JACOB HARVEY, President of the Alliance Mutual Insurance Company.

ZEB. COOK, Jr., President of the Mutual Safety Insurance Company.

The Sun Mutual Insurance Company, by A. B. NEILSON, President.

The Merchants' Mutual Insurance Company, by W. NEILSON, President.

The American Mutual Insurance Company, by PHILIP HONE, President.

The Mercantile Mutual Insurance Company, by L. GREGORY, President.

The Jackson Marine Insurance Company, by L. BALDWIN, President.

MERCHANTS AND OTHERS.

BROWN BROTHERS & Co.

GRINNELL, MINTURN & Co.

CHAS. SEGORY,

TAYLOR & MERRILL.

BOYD & HINCKEN, by J. J. Boyd.

W. WHITLOCK, Jr.

CHARLES D. MARSHALL.

FOX & LIVINGSTON.

ISAAC BELL.

NATHL. L. & Geo. GRISWOLD.

R. KERMIT.

WOODHULL & MINTURN.

This shows conclusively what the present feelings, and desires of the merchants, ship-owners, and all interested in our marine service, are at the present time. If it had been necessary, we could have swelled the above list of names to several hundreds; but the object of this pamphlet being brevity and terseness, we have been as concise as the nature of the subject would allow.

The same views will cause us to refrain from adding a long peroration by way of summing up. But we may still say that we have proved clearly what we asserted at the outset, that there is a most alarming scarcity of American seamen! that this scarcity is fraught with numerous great evils! that these evils *can* be remedied! but only by means of the Naval School Apprenticeship system, as originated and followed out to a successful operation by the exertions of Mr. Thomas Goin. And we therefore conclude by expressing the earnest and fervent hope that, after a careful perusal of this pamphlet, Congress will take the necessary and definite action in the matter without delay. The country, from one end to the other, looks to them thus to act, and they alone now have the power to remedy the evils under which we all labor in this particular.



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